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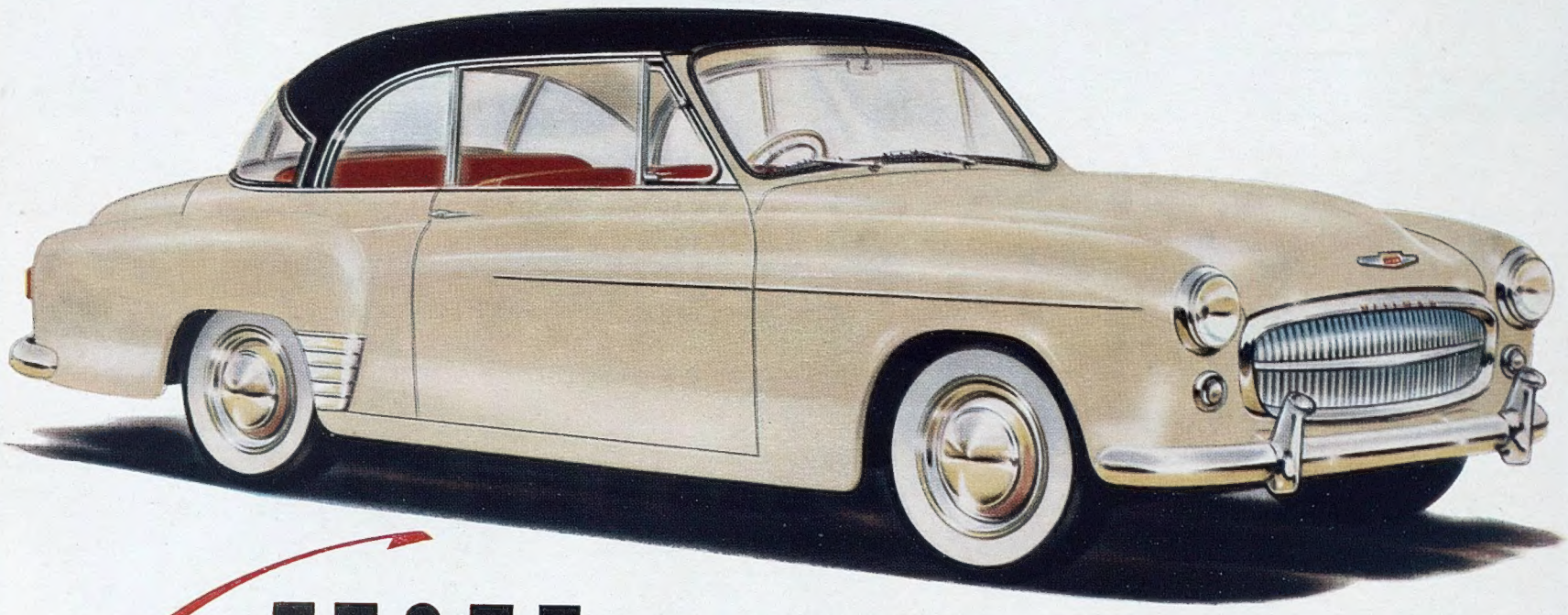

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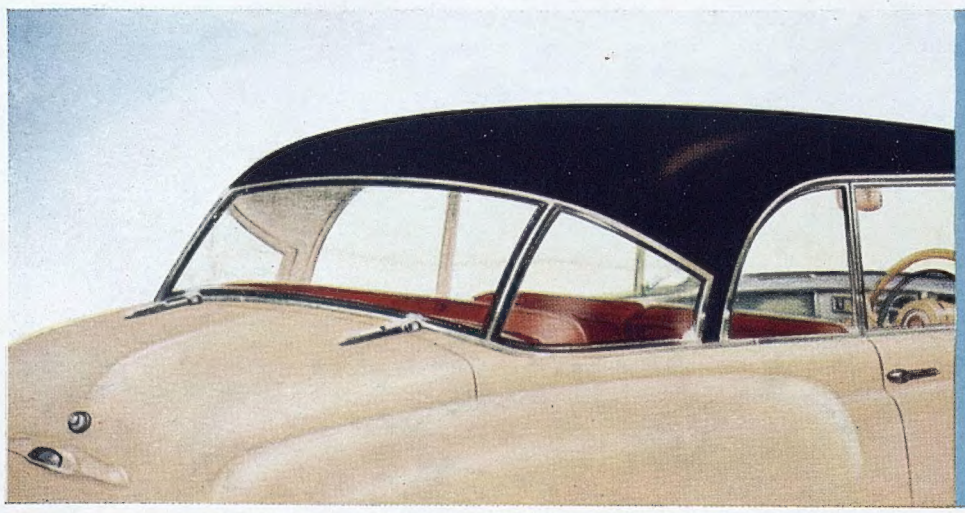

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BARON TAKES TEA WITH MRS. 'TEDDY' LAMBTON

Anne Lambton, popular town and country socialite, fashion consultant and holder of the title 'One of Britain's Best Dressed Women', takes a moment for this informal study by eminent photographer, Baron. With her is 'Cocoa', reigning monarch in the famous 'Lambton Dynasty' of Pekingese. Mrs. Lambton is married to Newmarket race-horse breeder and owner, 'Teddy' Lambton, a cousin of the Earl of Durham. She divides a busy life between their charming old country house, Mesnil Warren, Newmarket, and their town flat overlooking Regent's Park.

MRS. LAMBTON: I hope you'll forgive me, Baron . . . just got back from the stables . . . I *must* have a cup of tea—do you mind?

BARON: *Not at all, Anne—unless you plan to drink alone. Let's see . . . last time I was here I photographed your brood mares and foals—remember?*

MRS. LAMBTON: Indeed I do. We thought them awfully good. Mother used one of the photos as a Christmas card.

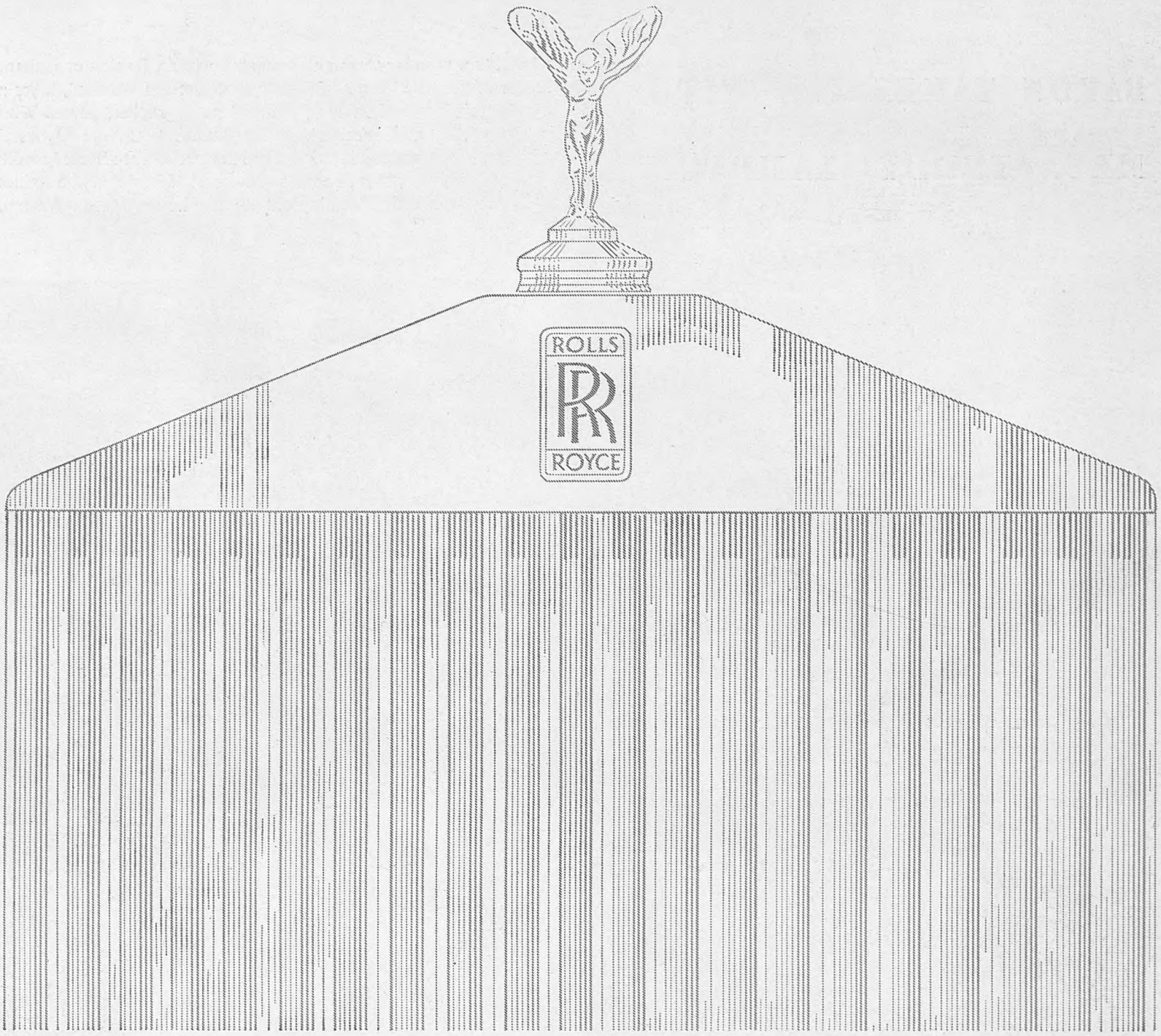
BARON: Did *she . . . that deserves a little inside information don't you think? Any good 'uns in the stable this year?*

MRS. LAMBTON: Yes, there are two very good two-year-olds in training. One is a sprinter. The other is more likely to make a stayer. But the only dead cert I can promise you this afternoon is a jolly good cup of tea.

BARON: *Ah—some rare, exquisite 'Lambton blend', eh?*

MRS. LAMBTON: Well, exquisite perhaps, but hardly *rare*. Actually it's Brooke Bond 'Choicest' blend. We think it's delicious and the joy is we can simply order it from the village grocer when we need it. That way it's always fresh. Milk or lemon?

*



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Volume CCXXIV No. 2922 The SPHERE, London, February 11, 1956

The SPHERE

with which is incorporated THE GRAPHIC

IN THE CAPITAL OF NORTHERN NIGERIA—THE QUEEN AT THE COLOURFUL CHILDREN'S PARADE IN KADUNA: Her Majesty makes a close inspection of an earthenware bowl decorated by the girls seated on the durbar ground. On left is the Sardauna of Sokoto, the Premier of the Northern Region of Nigeria, and on right the Minister of Education, Makaman Bida. More than 1,500 children from the Region paraded for the Queen on the last day of her three-day visit to Kaduna.

From the capital of Nigeria the Queen and the Duke of Edinburgh continued their Royal progress through the West African colony by flying north to Kaduna, capital of the Northern Region. Here, for three unforgettable days, the chiefs and peoples of the Region's twelve provinces came to pay tribute to their Sovereign in a manner more colourful and lavish than any million-dollar film setting could hope to emulate. The highlight of the visit to the Northern Region was without doubt the durbar in which 4,500 men and 2,000 horsemen took part. Less spectacular, but no less a tribute to the Queen, was the parade of 1,500 schoolchildren held on the same ground the following day. Many of the children, who had come from all parts of a region which is five times the size of England and Wales, were seeing Kaduna for the first time. Nevertheless, they gave the Queen and the Duke an impression of life in their villages with a modest charm typical of the northerner. They also presented a number of home-made gifts for Prince Charles and Princess Anne. (Further pictures of the Royal tour appear on pages 190-94.)

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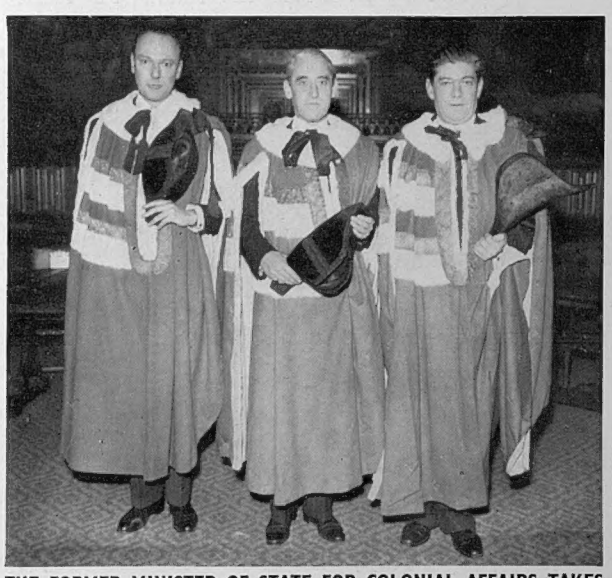
NEW PEERS ARE INTRODUCED



THE FORMER MINISTER OF STATE FOR COLONIAL AFFAIRS TAKES HIS SEAT IN THE HOUSE OF LORDS : Baron Colyton, of Farway in the county of Devon and of Taunton in the county of Somerset (centre), is seen with his two sponsors in the House of Lords, before being introduced into the Chamber. His sponsors are Lord Lloyd (left) and Lord Stanley of Alderley. Lord Colyton was formerly Mr. Henry Hopkinson, M.P. for Taunton. He was elevated to the peerage at the time of the recent Government changes.

LORD INGLEBY TAKES HIS SEAT : The former Mr. Osbert Peake is accompanied by his sponsors Lord Ridley (left) and Lord Bridgeman. Viscount Ingleby, who was the former M.P. for North-East Leeds, was Minister of Pensions and National Insurance until last December.

THE MASTER OF THE ROLLS WITH HIS SPONSORS : Baron Evershed, of Stapenhill, is seen with Lord Cohen (left) and Lord Morton of Henryton. Lord Evershed, formerly Sir Raymond Evershed, received his barony in the New Year Honours.

RATES OF SUBSCRIPTION TO "THE SPHERE"

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A London Newsletter

195–198, STRAND, W.C.2.

Eisenhower to Bulganin.—The President's reply to Bulganin's proposal for a twenty-year pact of friendship between the U.S.A. and U.S.S.R. was a dignified, statesmanlike document which closed no door but missed no implication which might lie hid in the date and substance of that vague and rhetorical proposal. The reply may have destroyed the very objective concealed in the proposal—to drive a wedge between us and the U.S.A. On the other hand, time and again, the diplomacy of the Soviet Union has revealed an extraordinary ignorance of the cardinal principles of Western Defence by solidarity. Bulganin no doubt thought it an attractive and handsome offer, certainly to his own country, possibly to all peace-loving nations, and but for its timing the President might not have looked it so carefully in the mouth. He was justified in saying that treaties are not enough, actions must implement them. Treaty piled on treaty does not strengthen bonds between nations or groups. It does no more than show the failure or weakness of earlier treaties. Where is the earlier treaty of friendship between us and the Russians ? Treaty followed by implementation alone can strengthen such bonds. The Charter—to which Russia was committed as tightly as the Western nations—commits every signatory to all the safeguards proposed in the latest offer. Geneva II showed the U.S.A. how little importance the Russians attached to the spirit of the Charter, how little they recognised the implicit presence in that Charter of the three main articles of the new proposal.

1. Respect for sovereignty, non-interference, friendly relations between contracting parties.
2. All international disputes to be settled by peaceful means between the contracting parties.
3. The development of cultural, economic and scientific ties between the parties.

If these matters, so vaguely restated, have not bound the parties to the Charter all these bitter years, they are unlikely to bind the two biggest signatories for the next twenty years.

All in the Charter.—In the President's five-points reply, Bulganin's three points look frail and visionary indeed ; suggesting that the Russians had never read the Charter and had evolved some new and idealistic notions out of the blue. *Respect for sovereignty and non-interference in friendly states.*—The obstruction of German reunification and the Soviet satellite bloc are curious examples of Russia's interpretations of Bulganin's No. 1. *All international disputes to be settled by peaceful means.*—Mutual inspection proposals have been made and rejected more than once. *The development of cultural, etc., ties.*—"Consider how the mountains of distrust and misunderstanding would disappear if our peoples were suffered freely to exchange news, information, visits and ideas." Naturally the Russians can make political capital out of the President's reply. They "can't understand how any nation could refuse a pact of friendship with any other nation." They can justify their offer of such a pact with America as an example to other nations and as the quickest possible means of relaxing East-West tension. If the most powerful nation of the East assures brotherly love for twenty years with the most powerful of the West, the danger of world war is removed. The vital weapons of war perish. It is as simple as that—and America rejects it ! But it was not America which rejected the Charter in letter or spirit, and it is not America which has forgotten what followed—the painful and costly effort to build up Western solidarity for the defence of Western ideals against a more powerful and solid and aggressive Communist bloc. The door is open for a new effort to implement the Charter by all its signatories, and it is up to Russia to read the Charter and late in the day to implement it in letter and spirit. If they do that, new pacts are unnecessary. And it may be that America and Britain together may make another encouraging approach to Russia through the ever-open door.

Deputies in Charge.—It is rare in this country to find at one and the same time the functions of the Sovereign and of the Premier in the hands of deputies—at any rate, for a matter of weeks. In the spring of 1908 King Edward, at Biarritz, summoned Asquith thither at the end of Campbell-Bannerman's Ministry—a departure from precedent and perhaps a mild parallel. And it may be that in the late war there was another. Recently the "rule" of the Sovereign came into the hands of a Council of State and the "Government" of the Premier fell to be discharged by Mr. Butler and the Cabinet when Parliament had only just met at a critical time. No doubt at all the deputies are discharging, or have discharged, their functions admirably. The most pressing item on the Government's agenda appears to many of us to be the new effort to stabilise the wages-prices position. That vital duty the Premier has reserved to himself on his return. No doubt it is a Premier's job. None the less, it is difficult to believe that a duty so urgent should be deferred even for a matter of a couple of weeks to enable the Premier to tackle a job as important and formidable even as that on which he was engaged in Washington. Further consultation between Government, employees and unions is an immediate priority. At the present rate of progress and success in the pressing of wage claims, a day's, even an hour's, delay seems to threaten the chances of this unhappy country hauling off the rocks. Even the most ardent opponents of controls are beginning to wonder if any remedy but a return to food subsidies can check the fearful spiral which the Government views with anxiety, but would prefer to turn its eyes from until the end of February. I should have thought that in the Premier's absence one of his deputies might have had a "stab at it." However long the odds against success, it would at least have suggested a sense of urgency in Government circles.

Experiments that are Failing.—I take it as read that hitherto neither "complete democracy" nor our Welfare State has gone very far towards fulfilling the ideals prophesied for them. Both are essentially pioneer experiments. History affords no yardstick by which to assess a reasonable rate of progress or to measure the time required for perfection or the average life of such institutions. In history these are new things ; and for new things and new ideas patience is needed for a long experimental period. But how long ? How soon is it right and reasonable for Governments to take note that so far from making halting steps forward, the new experiments are remarkable for serious retrogressions all along the line ? And, taking note, to take courageous action to halt the retrogression. There is no lack of frank criticism and bold, constructive proposals to that end. But they come from leaders in industry, bank chairmen and from private persons in all walks of life who "write to *The Times* about it." It is very seldom that a statesman grasps the nettle or does more than strike it with a velvet glove.

Slipping into Decay.—I read these speeches by industrialists and these letters to *The Times*, and though most of them differ in their listing of urgent remedies, most of them agree on the basic causes of our troubles. The Welfare State in a very short time has sapped the nation's sense of moral responsibility, even after full allowance has been made for the mass unseating of reason which results from world wars. A "complete democracy" which makes "full employment" its be-all and end-all can only survive through a nobler incentive than fear of the sack—a sense of duty towards the new structure of society. Why, they ask, do Governments go on pretending that the Welfare State is slowly succeeding, when its *moral* failure is already glaring and its economic failure already terrifying ? Why go on pretending that our complete democracy is anything but a complete fraud, hypocrisy and liability ? Why has no Government of either party had the courage to speak out, take concerted action, make a stand, as our nation "slips greasily into decay ?" Both parties have had and missed opportunities. I can think of

THE PRIME MINISTER IN WASHINGTON

"FRIENDLY AND FRUITFUL REUNION" : Sir Anthony Eden, President Eisenhower and the American Secretary of State, Mr. Dulles, are seen in cheerful mood during the three-day talks held in Washington. A communiqué issued at the end of the talks reviewed world problems, and made specific proposals for discussing with France action in the event of an Arab-Israeli conflict.

one or two reasons, but those are not basically patriotic. But while their silence continues, while their courage screws up to the sticking point, the nation—the victims and not the beneficiaries of these experiments—gets a dimmer and dimmer view of British Government and leadership. For most of us agree that our country is indeed "slipping greasily into decay"—slipping back to the social injustice, with positions reversed, of the bad old days, and now lacking *any* incentive to hard work, any moral sense of responsibility to Society.

"Full Employment."—I do not think that it can be too often said that the slogan of "full employment," as understood to-day among millions of workers and honoured without precise definition by successive Governments, has become one of the prime curses of our nation. A more exact definition is long overdue, and until it is given and generally accepted, the slogan will remain a prime curse and a chief factor in inflation. Beveridge defined it twelve years ago. In his definition he was concerned to show that it could never mean "no unemployment whatever." He set a ceiling to unemployment—even a high one as things are to-day—and his plan envisaged a slashing of the figure from 20 per cent. to 3 per cent. by eliminating all causes of unemployment, save only that which results from industrial disputes. And ever since then, the phrase "full employment" has gained in virtue as a weapon and as a policy, and three or four essential conditions which must govern a man's right to sell and to secure his labour have been totally forgotten.

1. A man has no right to sell and secure his labour if he recognises no responsibilities attached to such a right, including the duty not to withhold his labour arbitrarily.
2. In our economy a man has no right to work in any job that is redundant in the sense that his country or his firm cannot justify that job economically, or to hold on to a job, redundant or not, merely because it is personally convenient to him to work where he does work.
3. Above all, he has no right to hold a job which he has proved himself, by incompetence, stinting or dereliction of duty, unfit to do adequately.

It seems to me, and to many others, that the phrase to-day barely acknowledges these conditions precedent to the implied *right*. A job is still a bilateral bargain, even if the piper has a larger say than formerly in calling the tune. I cannot help thinking that Lord Beveridge, revising for a "second-edition," would add a footnote more clearly including these vital conditions, if neglected, as reasonable causes of unemployment, ranking quite as high as industrial friction. As J. L. Hammond said in his *Skilled Labourer* in 1934, the system on which modern industry is conducted has two aspects: as the organisation of capital or as the organisation of effort. The "rule of capital" made inequality between man and man more terrible than ever before and left a sense of bitterness still potent in industrial disputes after a century. It is not easy to believe that present conditions and ways of thought make the best or even a moderately good "organisation of effort" possible.

TO OUR READERS

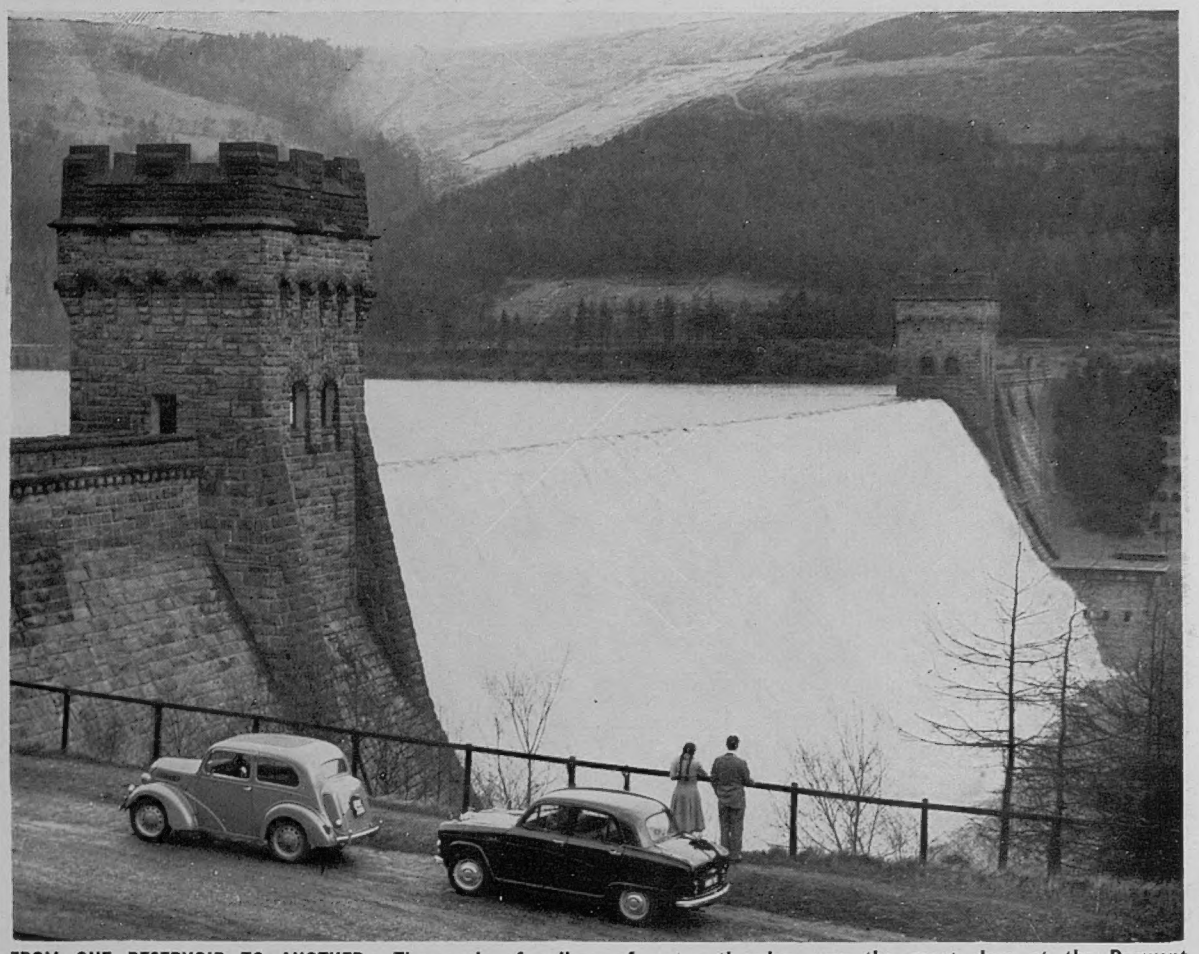
Owing to present difficulties in the Printing Industry the size of this issue of THE SPHERE *has necessarily been somewhat curtailed. We would, therefore, ask readers and advertisers to be forbearing in this matter. As soon as conditions permit, normal publication will be resumed.*

The Editor

"You Wicked, Wicked Peers . . ."—The Upper House has power to compel attendance of its Members. It has powers to grant Members leave of absence. For years and years it has used neither power. At the time of the Reform Bill there were 360 (odd) peers. To-day there are 850. Of whom about 90 are regular attendants and "do it very well." A Select Committee of the House has suggested ways of regularising the attendance and non-attendance of this body of potential legislators by Standing Orders. Quite the last thing that the "busy bees" would desire would be a general order to the drones to attend. The House wouldn't hold them, the business of the House, such as it is, would be botched. But the backwoodsman "have their feelings," and the Committee says there must be no block grants of "leave of absence" to a mass of named backwoodsmen. For that would be tantamount to an insulting verdict—"We find you N.B.G." So, peers must either do their duty (please don't) and attend, or personally ask for leave of absence (please do). Any backwoodsman who doesn't attend and doesn't ask for leave of absence will be regarded as having asked for leave of absence! Any peer who has asked for leave of absence will be on his honour not to attend till his leave expires! Regularisation is quite simple—a stroke of the pen can do it. Let it stand that every peer who doesn't attend shall be presumed to have leave of absence for urgent private business. And there (as in *Iolanthe*) you are out of your difficulty at once. "The subtleties of the legal mind are equal to the emergency." "You wicked, wicked peers—don't go," must read "You wicked, wicked peers—don't come." And that point settled, the way is clear to a further recruitment of "fairy dukes, marquises, earls, viscounts and barons."

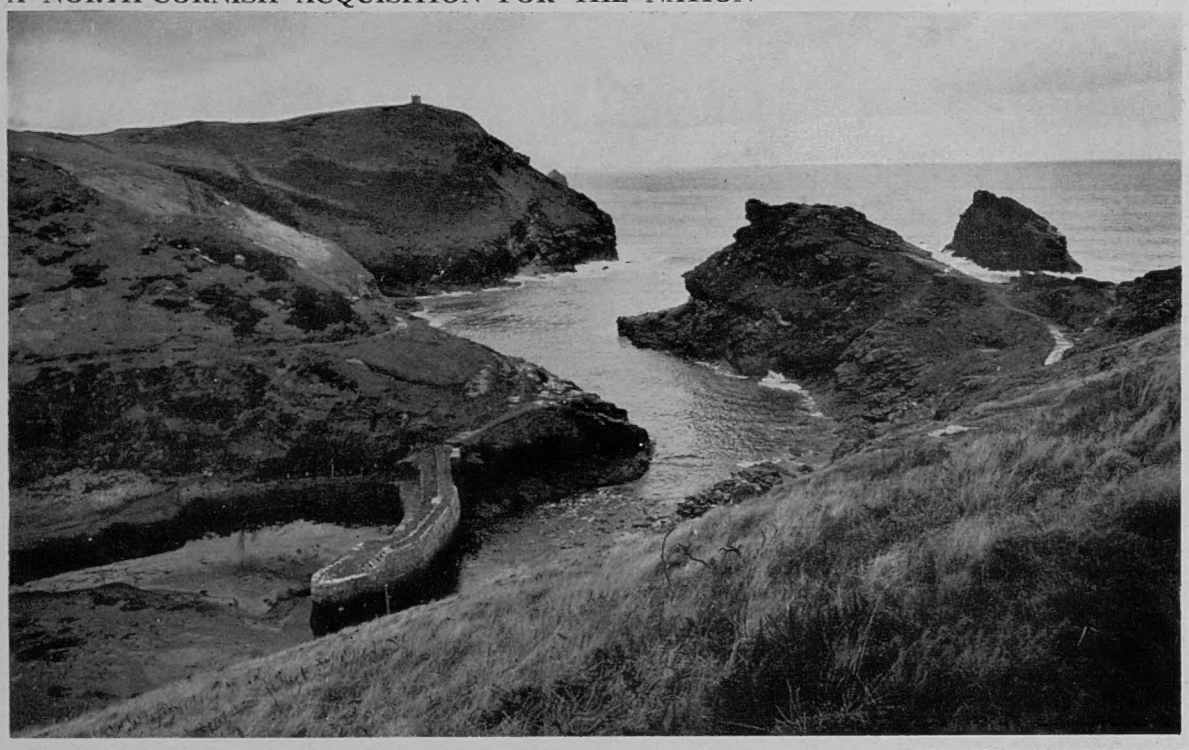
THE OLD STAGER

WATER FROM THE DERWENT RESERVOIR



FROM ONE RESERVOIR TO ANOTHER: Thousands of gallons of water thunder over the great dam at the Derwent Reservoir, on the Derbyshire-Yorkshire border, in an impressive overflow caused by the heavy rains just before the great frost. The water is carried away in a channel leading to the near-by Ladybower Reservoir which supplies the busy industrial area around Sheffield. The Derwent Reservoir was looking very different last year, when this much-visited part of the Peak District was suffering from a drought.

A NORTH-CORNISH ACQUISITION FOR THE NATION



BOSCASTLE HARBOUR, IN NORTH CORNWALL, WITH SOME 146 ACRES OF SURROUNDING LAND PASS TO THE NATIONAL TRUST: A view from Penally Hill, looking over Boscastle Harbour towards the headland of Willapark, which can be seen in the background surmounted by a lookout tower. To the right of the harbour is Penally Point; further to the right is the island of Meachard. All the land seen in this picture, with the exception of the island, is included in the new National Trust acquisition. The cliffs on this part of the Cornish coast are exceptionally rugged, and the harbour is entirely landlocked.

On left—
LOOKING TOWARDS BOSCASTLE HARBOUR AND THE COAST: This view, taken from the higher ground inland, shows the village of Forrabury.

THE DURBAR AT KADUNA

A Magnificent Spectacle Greets the Queen in Northern Nigeria's Capital

THE QUEEN ARRIVES : With the Duke of Edinburgh in the Royal car, she is welcomed by a troupe of native dancers on her arrival at Kaduna racecourse for the durbar. About 6,500 men, of whom a third were on horseback, paraded before the Queen. The contingents in this cavalcade of colour came from all over Northern Nigeria and were led by their Emirs or Chiefs.

On right—
BOWMEN ON PARADE : They have come from Katsina to take part in the Royal durbar. Behind them are drummers on camels who headed their contingent in the procession. It was estimated that 50,000 spectators gathered at the racecourse to cheer the Queen and to witness the gorgeous display.

MUSIC FOR THE QUEEN : The musicians tune their instruments before the Queen's arrival. The playing of instruments was a feature of the durbar.

MASKED DANCERS FROM THE NIGER PROVINCE : They prepare to dance before the Queen in their suits of straw and headgear of the same material.

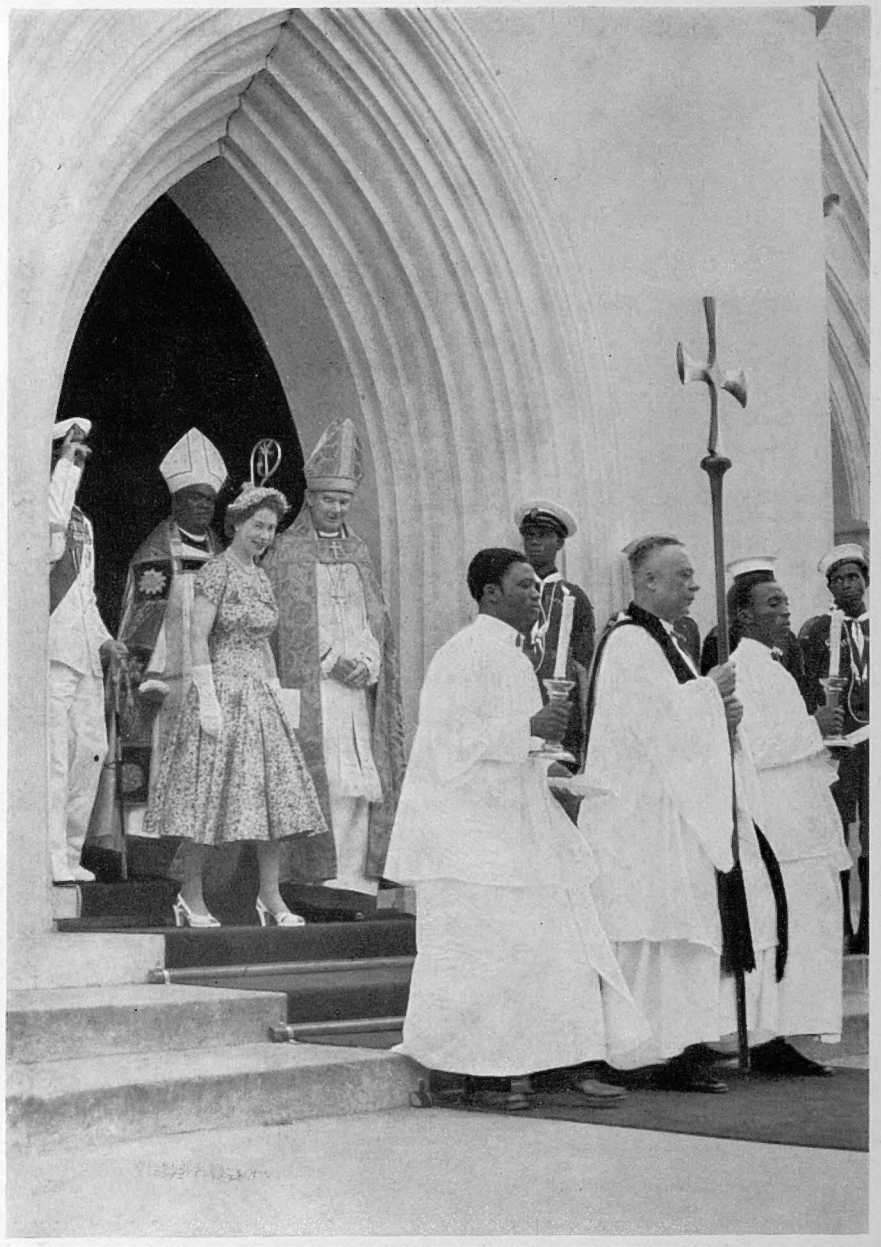
A NORTHERN NIGERIAN CHIEF WITH HIS RETINUE : He sits beneath his umbrella on the racecourse at Kaduna and is fanned by courtiers while other members of his entourage stand around him. Every chief at the durbar had a special feature in his contingent. For instance, one had a jester, another two acrobats and a third had dancers.

FASHIONS AT THE DURBAR : The straw hats shaped like large bowlers were worn by some of the many thousands of tribesmen who came to Kaduna.

THE DISPLAY OF HORSEMANSHIP : Splendidly accoutred riders charge up to the Royal box and salute and cheer the Queen. They were one of the many groups of horsemen participating in the display which was the climax to the durbar. In the Royal box with the Queen and the Duke are the Governor of Northern Nigeria and native rulers.

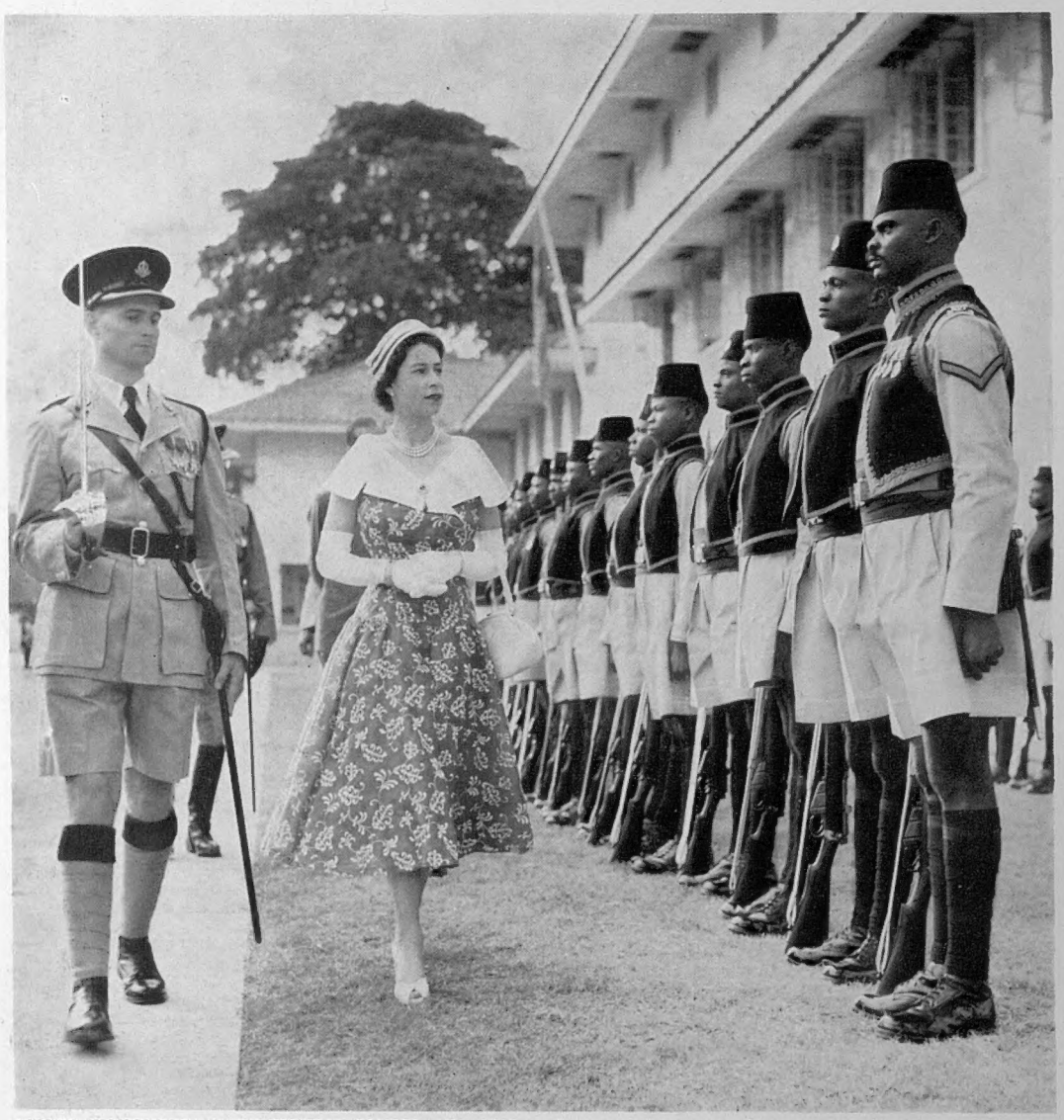
A JU-JU DANCE : Both costumes and movements in this dance being performed before the Queen have magic significance. Speaking at the end of the durbar, Her Majesty declared that every contingent had vividly portrayed the mode of life in Northern Nigeria.

A ROYAL FANFARE : From their native instruments the mounted trumpeters blow a fanfare to announce the arrival of the Royal party. The Queen drove round the course before proceeding to the Royal box.



ROYAL ATTENDANCE AT THE MYOHAUNG-DAY SERVICE IN LAGOS CATHEDRAL : Walking with the Queen from the Cathedral Church of Christ is the Archbishop of West Africa, the Most Rev. J. L. Horstead. In the background with the Duke of Edinburgh is the Bishop of Lagos. The service was the commemoration of a Battle in Burma in 1945.

LEAVING THE FEDERAL HOUSE OF REPRESENTATIVES IN LAGOS : The Duke of Edinburgh, in the tropical uniform of an Admiral of the Fleet, accompanies the Queen from the building after the impressive ceremony when the House presented a loyal address to Her Majesty. The Queen's dress is of ivory satin lightly embroidered with pearls and gold.



BEFORE INAUGURATING THE FEDERAL COURTS : Her Majesty inspects the guard of honour mounted by the Nigerian police in the forecourt of the law courts building. The Queen went on to open the Federal Courts, which give Nigeria its Court of Appeal. Previously Nigerian appeals have been heard in the West African Court.

On her first visit to Lagos the Queen carried out a very full programme. On one day she started on her first engagement at 8.30 a.m. by presenting new colours to the 2nd Battalion, the Nigeria Regiment, on the racecourse. Nearly 30,000 people were present at this ceremony alone. Sometimes the Queen and the Duke of Edinburgh carried out separate engagements. Thus, while Her Majesty was visiting the orthopædic hospital at Igbobi, His Royal Highness was at the near-by railway workshops at Ebute Metta. There are 2,500 employees there, of whom only some twenty are Europeans. Other joint engagements in their four days in the capital included attending the Federal House of Representatives, a service in the Cathedral, a garden party, a State dinner, and the inauguration of the Federal Courts. Then they left for Kaduna.

ROYAL PAGEANTRY IN LAGOS

Nigerians of All Ages Crowd into the Federal Capital for the Early Stages of the Royal Tour

A COMFORTABLE VIEW : Young Nigerians squat and look through the legs of the guards lining the street and cheer as the Queen and the Duke leave the Cathedral of Lagos after attending a service.

IN THE FEDERAL HOUSE OF REPRESENTATIVES : A loyal address is presented to the Queen in the Parliament building in Lagos. On Her Majesty's right sit the Governor of the Federation, the Lady-in-Waiting, the Queen's private secretary, the Chief Justice of the Federation, the Archbishop of West Africa, the Chief Justice of the High Court of Lagos, and the Bishop of Lagos. The members, many of whom are wearing national dress, sit on both sides of the floor of the House. Visitors are above.

WAITING FOR THE QUEEN : These three pictures show members of the youngest generation who gathered in their thousands with their elders during Her Majesty's stay in Lagos. *Left*—An infant girl bursts into tears and is comforted by an adult hand. *Centre*—A baby sits on the ground and stares, and another child sucks her thumb while the adults prepare to cheer the Queen. *Right*—In their best clothes this group regards the wait for the passing by of the Royal procession to be a solemn occasion.

A LOYAL ADDRESS FROM NORTHERN NIGERIA

The Queen Takes Part in a Ceremony in the Regional Parliament in Kaduna

THE QUEEN ARRIVES AT THE NORTHERN HOUSE OF ASSEMBLY IN KADUNA TO RECEIVE A LOYAL ADDRESS : She is being greeted by Lady Sharwood-Smith, wife of the Governor of Northern Nigeria, outside the Lugard Hall, the new building which houses the Northern Legislature. Looking on are the Duke of Edinburgh and the Governor.

THE PREMIER OF NORTHERN NIGERIA PRESENTS THE LOYAL ADDRESS : The Sardauna of Sokoto bows to the Queen as he makes the presentation in the Chamber. He said that the Queen's visit had brought joy and gladness to the 18,000,000 people of Northern Nigeria.

THE SPLENDID SCENE IN THE CHAMBER AS THE SPEECH IS READ BY THE PRIME MINISTER : Most of the members wear traditional robes and turbans. In her reply to the address the Queen spoke about tolerance between those of differing views and traditions, and said : "It is by this spirit of understanding that the people of various races and tribes will be brought together." After the ceremony in the chamber the Queen went out on to the balcony to wave to the large crowd.

THE PREMIER WELCOMED IN AMERICA

Sir Anthony Eden Arrives in New York for the Washington Talks

It was all smiles, handshakes and friendly words when Sir Anthony Eden arrived in the *Queen Elizabeth* in New York on his first visit to the United States as Prime Minister. Apart from a half-hearted demonstration by a few Jewish students which merely served to emphasise the important place of Middle East affairs in the Washington talks, Sir Anthony received a cordial welcome from the Press as well as from officials, and this atmosphere prevailed throughout the three days of talks in Washington.

President Eisenhower and the Prime Minister joined in a number of vital discussions, but as the President's doctors have advised him to take frequent periods of rest, much of the talk was carried on by Mr. John Foster Dulles, the American Secretary of State, and Mr. Selwyn Lloyd, who was making his first appearance in the United States as Foreign Minister. Indeed, much importance is attached to the fact that Mr. Lloyd was enabled to pick up the threads of State Department policy which he last held nearly two years ago when he was at the United Nations. It is hoped that, as a result of the talks, there may be a close liaison between Washington and London policy-makers which, during the past year, appears to have been lacking.

WELCOME BY THE MICROPHONES : Sir Anthony Eden replies to questions behind thirteen microphones on board the *Queen Elizabeth* shortly after his arrival in New York. On his right is Mr. Selwyn Lloyd, and on his left Sir Roger Makins.

WELCOME BY THE PRESS : Sir Anthony replies to questions put to him by correspondents in New York. The Foreign Secretary and the British Ambassador to the United States stand beside him. The Premier said he had not come to America to make headlines.

WELCOME BY THE CAMERAS : The Prime Minister faces the full galaxy of newsreel and press cameras in the glare of arc lights and to the popping of flash-bulbs. From New York he flew to Washington to meet President Eisenhower.

NO SORT OF WELCOME AT ALL : "Eden go home" and "No Munich" were the placards which these demonstrators displayed near the pier exit where Sir Anthony Eden was expected to pass. They were carried by Jewish students critical of what they considered to be Britain's pro-Arab policy in the Middle East. It is known that one of the chief topics which were discussed in Washington by the Prime Minister and the President was a united Anglo-American policy on the Arab-Israeli dispute.

b

MAINLY FROM EUROPE

A Pictorial Survey of Foreign News Events on Both Sides of the Iron Curtain, and from Israel and America

On left—
EAST GERMANY JOINS THE SOVIET BLOC'S MILITARY ALLIANCE: Mr. Molotov, the Soviet Foreign Minister, signs the declaration in the Waldstein Palace in Prague which was issued after a meeting of the Political Consultative Committee of the Warsaw Treaty Nations. With Mr. Molotov sits Marshal Zhukov, the Soviet Defence Minister. The main task of the Prague meeting was the admission of the newly-formed East German forces to the Eastern military alliance. East Germany's Vice-Premier, the bearded Herr Ulbricht, is in the centre of those in the background, with uniformed Defence Minister Stoph.

Below—
RUSSIA RETURNS PORKKALA IN STYLE: The final ceremony at which the Finnish naval base near Helsinki was returned by the Russians was attended by leading Soviet and Finnish politicians. At the table in Helsinki are (from right)—President Paasikivi of Finland; Mr. Pervukhin, a Soviet Vice-Premier; Mr. Lebedev, the Soviet Ambassador; and Mr. Kekkonen, the Premier. Among those watching is Mr. Gromyko.

RUSSIA AND YUGOSLAVIA SIGN AN AGREEMENT ON NUCLEAR ENERGY: Mr. Firjubin (left), the Soviet Ambassador in Belgrade, and Mr. Rankovicj, the Yugoslav Vice-President, put their signatures to the agreement between the two countries in the Yugoslav capital. This pact, which is symptomatic of the cautious but steadily-improving relations between Moscow and Belgrade, provides for the development of research in nuclear sciences.

FRANCE HAS A NEW GOVERNMENT: M. Guy Mollet (right), whose Government received an overwhelming vote of confidence from the French Assembly last month, with M. Pierre Mendès-France, who is serving under him as Minister of State without Portfolio.

THE COMMUNISTS WHO BACKED M. MOLLET: In the second row the Communist leader, M. Thorez, centre, listens to M. Mollet outline his plans to the Assembly in Paris. On his left is M. Duclos, the Party Secretary, and below him M. Cachin, the veteran Communist orator. The full force of the Communists' 150 votes was behind M. Mollet, the Socialist leader, when he received 420 votes against only 71 to become the man to succeed M. Faure after the French elections. The interesting feature of this vote is that both M. Faure's Radicals and the Catholic M.R.P. voted, in the main, for M. Mollet, for fear of driving the new Prime Minister too far into Communist hands. M. Mollet's Government includes M. Mendès-France as Minister of State, and M. Pineau as Foreign Minister.

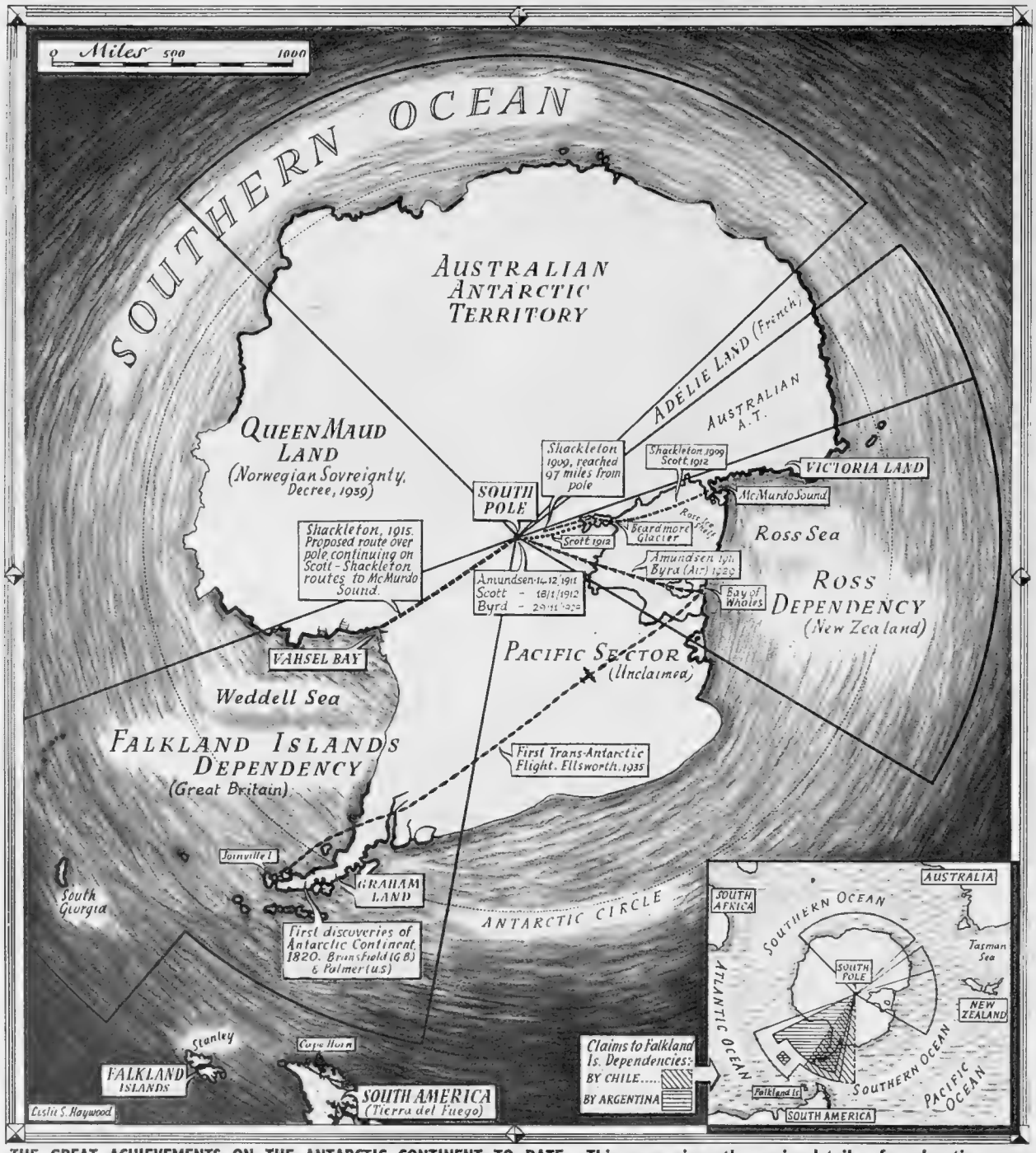
THE ETHNARCHY COUNCIL MEETS IN NICOSIA : Archbishop Makarios, leader of the Cypriot movement for union with Greece, sits at the head of the table when the council of the political executive body of the Greek Church in Cyprus met to discuss the British offer of self-government for the island. Four bishops attended.

THE UNITED NATIONS SECRETARY WITH THE BATTLEDRESS PREMIER : Mr. Dag Hammerskjold is seen in Jerusalem with Mr. David Ben-Gurion, the Israeli Prime Minister, and (left) Mr. Moshe Sharett, the Foreign Minister. The Secretary-General of the United Nations was on a flying world tour of member nations.

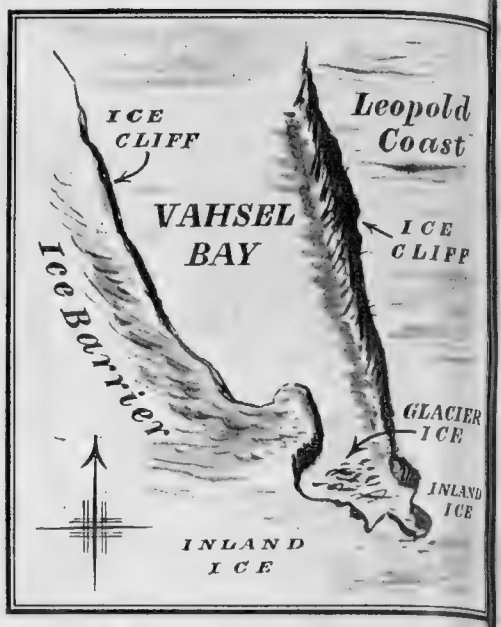
A ROAD BECOMES A RIVER : Swirling waters rush along Flower Street, one of the busiest thoroughfares in Los Angeles, following a heavy cloudburst. The spouts of water in the foreground were caused by the overflow from the city's drainage and storm sewer systems being pumped out again by the pressure of the flooding. In other parts of Los Angeles houses and offices were swamped and pedestrians trapped in the streets by the swiftly-flowing waters. A new housing project was threatened.

FLOODING IN NEW YORK TUNNEL : Workmen wade in the water that has seeped from the Hudson River into the third tube of the Lincoln Tunnel, which is still under construction. About 400 ft. of the new roadway under West Thirty-eighth Street was flooded. Traffic in the two existing tubes of the tunnel in both directions between Manhattan and Weehawken was not affected. The main section of the third tube which has already been bored through from New Jersey to the Manhattan shore was not flooded.

SWEDEN'S BIGGEST OIL REFINERY ABLAZE : Flames swirl like billowing clouds through the night as the fire sweeps through Sweden's biggest oil refinery at Nynaeshamn, some thirty miles south of Stockholm. *On right*—An aerial view of that part of the refinery which was completely destroyed ; some sections in the background are still ablaze. The fire broke out in a sealed tank containing more than 3,000,000 gallons of crude oil. Within a short time more than 100 firemen were on the spot, trying to cope with a roaring inferno. It is estimated that approximately one-fifth of the refinery was destroyed, and the damage is assessed at £700,000. Officials are investigating the possibility of sabotage.



THE GREAT ACHIEVEMENTS ON THE ANTARCTIC CONTINENT TO DATE : This map gives the main details of exploration over the 5,000,000 square miles of Antarctica since it was discovered 136 years ago. The British Expedition which has now established its base in Vahsel Bay plans to carry out the trans-Antarctic crossing on which Shackleton failed.



THE STARTING-POINT OF THE TRANS-ANTARCTIC JOURNEY : A copy of the map made by Wilhelm Filchner shows Vahsel Bay, which the German discovered in 1912.

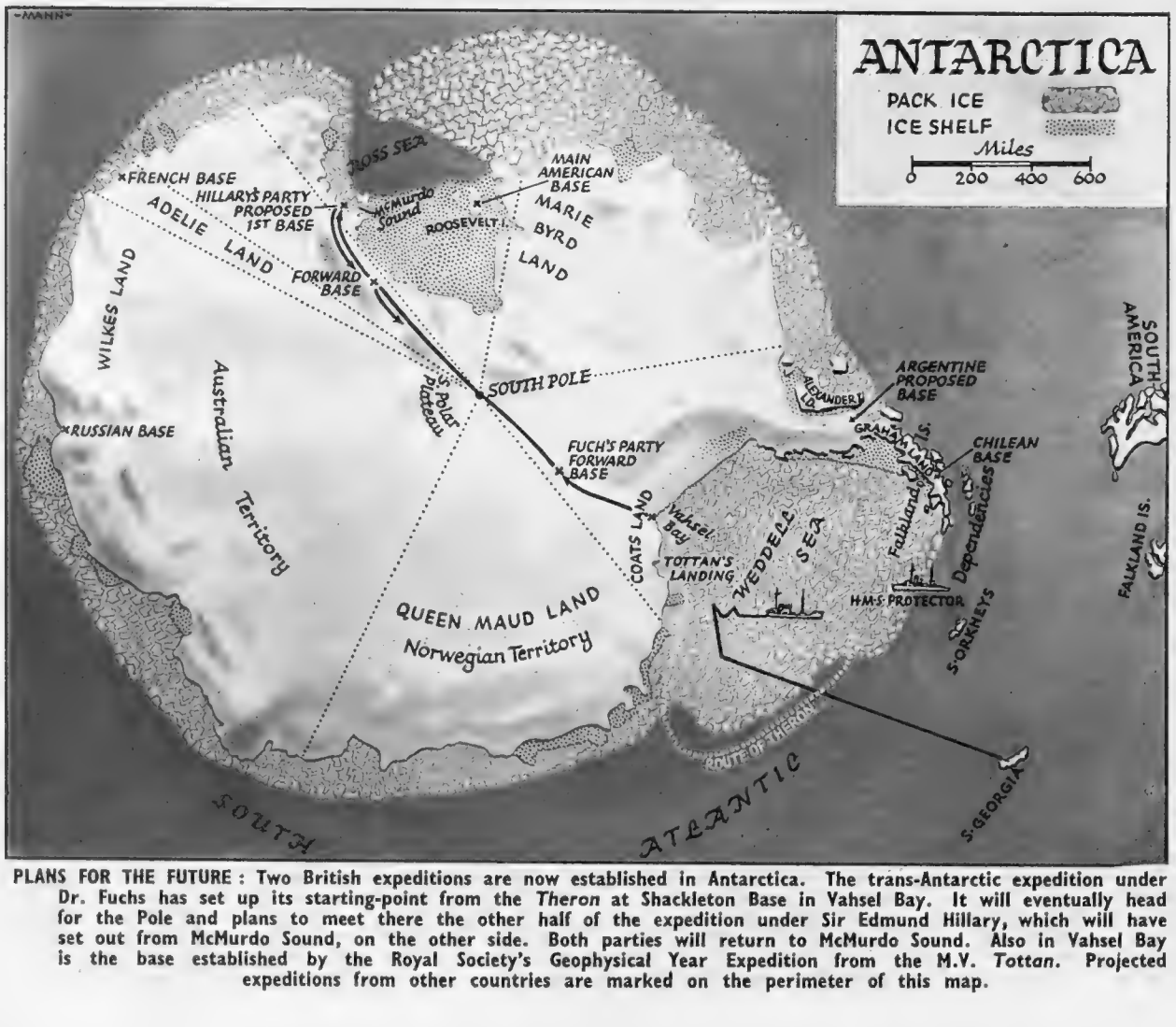
"THERON" BEATS THE POLAR ICE

The Present British Expeditions in the Antarctic are Overcoming Many Obstacles which Impeded Explorers in the Past

Drawings by PERCY HOME

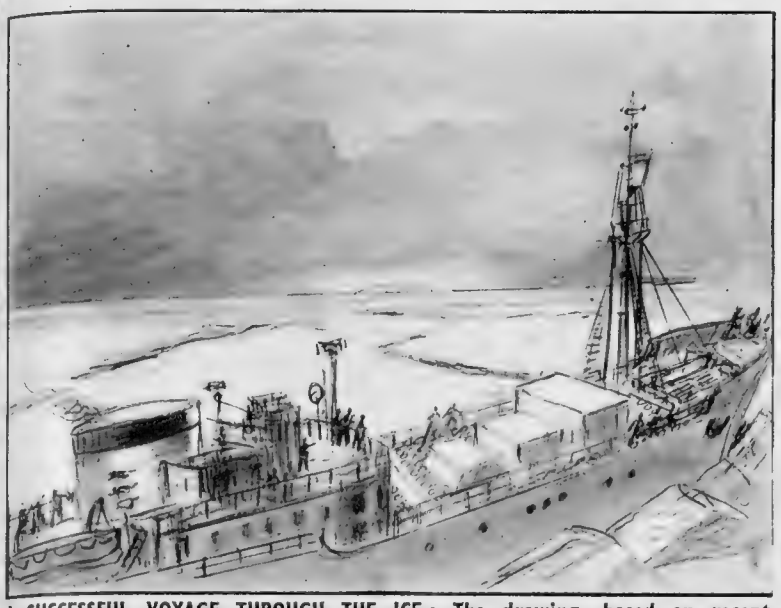
A GERMAN SHIP IN THE PACK-ICE : The artist gives his impression of the *Deutschland* in the Weddell Sea in 1912. This was the ship in which Filchner discovered and charted Vahsel Bay.

THE LAST DAYS OF THE "ENDURANCE" : Sir Ernest Shackleton's famous vessel was so crushed by ice in the Weddell Sea that she eventually had to be abandoned by all hands.



PLANS FOR THE FUTURE : Two British expeditions are now established in Antarctica. The trans-Antarctic expedition under Dr. Fuchs has set up its starting-point from the *Theron* at Shackleton Base in Vahsel Bay. It will eventually head for the Pole and plans to meet there the other half of the expedition under Sir Edmund Hillary, which will have set out from McMurdo Sound, on the other side. Both parties will return to McMurdo Sound. Also in Vahsel Bay is the base established by the Royal Society's Geophysical Year Expedition from the M.V. *Tottan*. Projected expeditions from other countries are marked on the perimeter of this map.

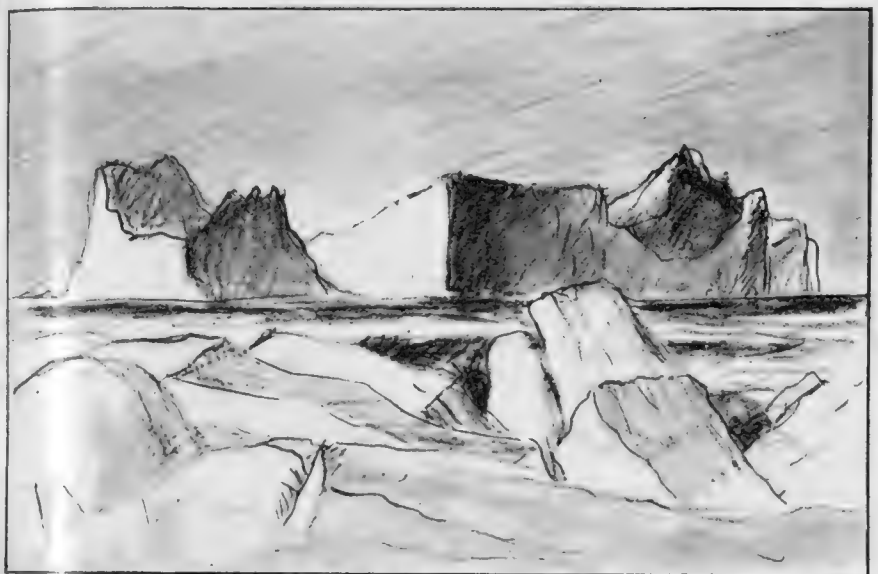
IF Dr. V. E. Fuchs and his companions of the British trans-Antarctic expedition were to rest upon their achievements to date, they would be assured of a high place in the annals of Polar exploration. In their ship, the *Theron*, they have triumphed over the ice of the Weddell Sea, where many others have been defeated. Although this is only the beginning, for the British explorers plan eventually to carry out the most ambitious project of crossing the Antarctic continent over the South Pole, the story of the establishment of their first base deserves to be recorded in some detail. Complementary to it is the story of another British expedition in the Weddell Sea—the Royal Society's International Geophysical Year Antarctic Expedition—which in the M.V. *Tottan* has also succeeded in setting up its base in this area. On these pages Percy Home has drawn his impression of some of the great hazards which have been faced and overcome. He also recalls certain exploits of earlier Weddell Sea explorers.



A SUCCESSFUL VOYAGE THROUGH THE ICE: The drawing, based on recent reports, shows the *Theron* in the Weddell Sea heading towards Shackleton Base. On her deck, the largest case contains an aircraft.

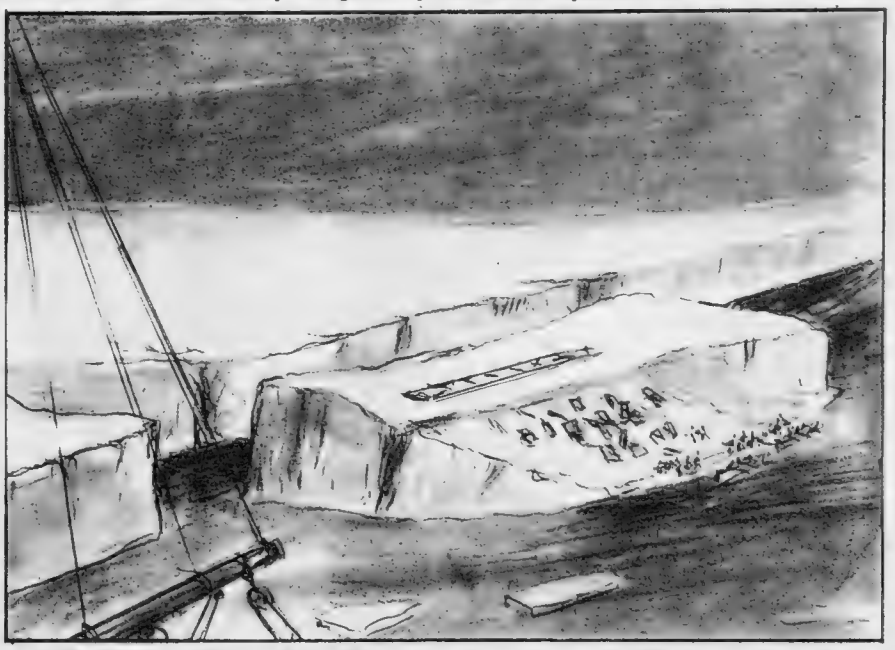
On right—

ANTARCTIC HAZARDS: Vigilance cannot be relaxed for a second as the *Theron* makes her way through the ice. In spite of a considerable setback, Dr. Fuchs and his companions reached Vahsel Bay.



THE OUTER BASTIONS BY WHICH THE ANTARCTIC DEFENDS ITS REPUTATION AS "THE UNKNOWN CONTINENT": *Left*—The sketch conjures up vividly the menace of icebergs, so well known to those who have tried to penetrate the Weddell Sea. *Right*—Ice is "rafted" in the same area. This means that a block of ice is caught between two great ice-packs and forced upwards in the form of a raft. Hazards such as this have been successfully navigated by the Fuchs expedition in the M.V. *Theron*.

A POSSIBLE LANDING-GROUND: From notes made by Shackleton in 1915, Percy Home has reconstructed the view which the explorer had of a big glacier on the Caird Coast. Shackleton thought this a possible landing-point for his party.



A CAMP BREAKS AWAY: Here the artist has shown a horrifying incident during Filchner's expedition in Vahsel Bay. The block of ice on which the camp had been set up broke from the land mass. Fortunately, men and dogs escaped.

Last November Dr. Fuchs and his advance party sailed from London. In South America they were joined by Sir Edmund Hillary. The plan for the trans-Antarctic crossing is that Fuchs starts from the Weddell Sea and Hillary from the other side of the continent, from McMurdo Sound. They meet at the Pole and then the two parties together head for McMurdo Sound. Thus the Fuchs party will make the actual crossing. Hillary joined the advance party to gain Antarctic experience.

By Christmas the explorers had left South Georgia and were sailing to the Weddell Sea on the coast of which they proposed to establish their base. Time was a vital factor. The *Theron* had to sail into the sea, leave the advance party and sail out with Dr. Fuchs so that he could prepare the main expedition. The vast area is little charted and the ice, which is an ever-present menace, is only navigable for a short period of the year. The ship was aiming for Vahsel Bay and had set a direct course. By the beginning of January there was no doubt that she was in difficulties. The battle with the ice had begun and for days and nights on end the *Theron's* company fought the floes, which were often 10 ft. thick. After a time it became clear that the ship could not reach her objective by the direct course but would have to withdraw to open sea and from there attempt to skirt the coast.

But this was no easy task and it was only after thirty-three days of the struggle that *Theron* eventually escaped into open water. In the latter days she had been helped by her own aircraft and a helicopter from the Royal Naval net-layer H.M.S. *Protector*, which is attached to the Falkland Islands Dependencies for Antarctic duties. Once clear, the *Theron* sailed round the Weddell ice-pack and along the coast of Coats Land to Vahsel Bay, where the base was established.

On the way the ship passed the base of the Royal Society's Expedition which had been set up on Coats Land from the *Tottan*. The achievement of the *Tottan's* party may be less spectacular than that of the *Theron*, but it is none the less meritorious.

So the first stage has been completed in Dr. Fuchs's great plan. There is nothing new in the idea of a trans-Antarctic crossing, many explorers have dreamed of it and the great Sir Ernest Shackleton tried to achieve it in 1915. But his ship the *Endurance* was crushed by the Weddell ice-pack and he and his men only reached safety after an epic march of appalling privation and immortal courage. Shackleton's name is perhaps the one most associated with the Weddell.

He was the discoverer of the Caird Coast of Coats Land. But before him an area farther inland had been charted and named Prinzregent Luitpold Land (now Leopold Coast) by the German Filchner in 1912. He also named Vahsel Bay after the captain of his ship, the *Deutschland*.

A SHOVELFUL OF NINETY TONS

The 2,455-ton Excavator "Mountaineer" is Being Used to Remove Overburden at American Coal Mines

THE MAMMOTH MACHINE CAN BE OPERATED BY ONE MAN: The operator sits in his cab wielding the "Mountaineer." He uses only two foot-pedals, two hand levers, and a whistle cord. The excavator can remove 90 tons of overburden in one "bite," swinging it 290 ft.

To the open-cast coalfields of Ohio has come a monster excavator more than a hundred times as large as most of the machines normally seen in the district. Its size (that of a sixteen-storey building) and its weight (2,455 tons) do not belie its great capacity. The "Mountaineer" is introducing something entirely new in the removal of overburden—the vast quantities of soil and rock which hide the rich coal seams. In one shovelful the dipper can collect 90 tons of overburden, carry it 290 ft. through the air, deposit it, and return for the next load. The entire operation takes 45 seconds. Apart from the great weight which the "Mountaineer" can pick up in one load, the new excavator has two other outstanding advantages. It can remove the spoil a considerable distance from the actual coal workings, and the overburden can be piled up to a height of 100 ft., thus conserving valuable space.

THE GIANT WITH A LIFTING POWER OF 250 TONS: The "Mountaineer" is seen in operation with its dipper of 60 cu. yard capacity attached. The excavator, which is the height of a sixteen-storey building, has enough power to lift a platform containing 166 cars. It is being used to remove overburden in the coalfields of Ohio.

OPEN-CAST COAL-MINING MADE EASY: The dipper, which can hold two motor-cars and can carry a weight of 90 tons, revolves, after being filled with its load of earth and rock, in an arc of 180 degrees. Overburden can be stacked to a height of nearly 100 ft.

COMPLETE WITH PASSENGER LIFT: The "Mountaineer" is the size of an office skyscraper, and is equipped accordingly. This lift for three passengers is installed in the centre pin.

A NATIONAL CENTRE FOR EXHIBITIONS AND RECREATIONS : This is the artist's impression of a part of the Crystal Palace site as it might look if the £10,000,000 development plan of the London County Council is carried out. The view is from the proposed 160-ft. observation tower. In the centre foreground is the sports stadium. On the right is the sports hall. Beyond the riding paddock in the trees is the exhibition hall.

A FUTURE FOR CRYSTAL PALACE?

£10,000,000 Could Resurrect a Famous London Landmark as a Magnificent National Centre

Drawings by VICTOR COVERLEY-PRICE

UNTIL twenty years ago the Crystal Palace at Sydenham was one of the great landmarks of London. Even though the famous glass building no longer stands to-day, having been destroyed by fire in 1936, the spirit of all that the Palace meant to London lingers on in the area of its grounds. Its name, to quote the words of an official document, is held in high esteem by Londoners. It is possible that in the foreseeable future Crystal Palace may recover its former glory and even add to its previous splendour.

The London County Council has recently outlined a scheme which would do precisely this. It is a most ambitious development plan. Its total cost is estimated at about £10,000,000, from which would arise a National Centre—for sport, exhibitions, the arts and recreation.

On these pages a SPHERE artist, Victor Coverley-Price, has drawn from available plans and models his conception of how certain parts of this grand development scheme may look when completed. To understand the full implications of the new Crystal Palace it is perhaps best to consider first the tradition which is to be carried on and, secondly, what is being done and what is proposed by the London County Council. Finally, it is only right that certain objections should be examined

What became known as the Crystal Palace was originally the building erected in Hyde Park for the Great Exhibition of 1851. Designed by Sir Joseph Paxton, it was intended merely as a temporary structure, but it proved so popular that it was decided to

(Continued on following pages)

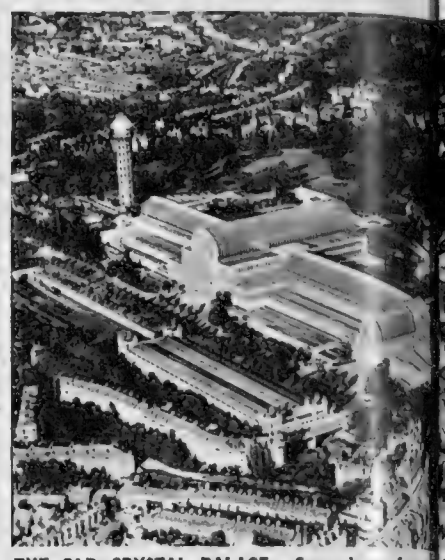
FROM THE RUINS OF THE OLD CRYSTAL PALACE : This picture was taken before the L.C.C. took over the site under the Act of 1951. In the garden below the terrace are statues representing the chief countries and cities of the world. The best of them would be kept in the new scheme. Beyond, in the centre, is the Rotunda Building. Looking right is the tower and part of the old Canada Building, now pulled down. Extreme right is the ruin of the South Wing of the old Palace.

IN THE AMPHITHEATRE AT CRYSTAL PALACE: In this glimpse of the future the audience is assembling to listen to a band concert for which the members of the band are tuning their instruments in the stand set in the middle of a lake. Several thousand would be able to sit in seats ranged in tiers rising in a semi-circle round the water.

AN OPEN-AIR RESTAURANT: People sit on the terrace and the balcony outside the building which is well-lit by its long glass windows. Situated among the trees, it would be near the main car-park. There would be a number of restaurants in the new Crystal Palace. Some of them would be at the side of the main exhibition hall and arena. A restaurant and beer garden would be opened close to the W. G. Grace cricket ground.

A DERELICT STATUE: Overgrown to-day with creeper and ivy, it is one of many statues which once graced the garden below the terrace of the old Crystal Palace.

THE PIAZZA AT THE SYDENHAM ENTRANCE: [illegible] here among flower-beds for those coming [illegible] at this point. In the trees on the right [illegible]



THE OLD CRYSTAL PALACE: Seen here from [illegible] been one of the familiar landmarks in [illegible] its erection on the site in Sydenham

AFTER THE FIRE: On November 30, 1936, the [illegible] entirely gutted by fire, the blaze being [illegible] All that remained was the tower in the [illegible] demolished in 1941, as it was a landmark [illegible]

A FUTURE FOR CRYSTAL PALACE

(*Continued from previous page*)

remove it to a permanent site. A position was selected at Sydenham, in South-East London, and the Palace was opened there in 1854.

Through the next eighty years the Crystal Palace tradition grew steadily. The glass hall between the two towers was a regular centre of culture, especially music.

In the grounds outside, the Cup Final was played before the First World War, on the running track appeared many famous athletes, and near by "W.G." led the London County Cricket Club in the first years of the century. But for children of many generations the abiding memory must surely be of the firework displays. The background of glass seemed ideal for a massive display of pyrotechnic marvels, and none who saw them are likely to forget the rockets and other ingenious creations lighting the summer nights above Sydenham.

Yet it must be recorded that the Palace did not pay financially. It was in danger of insolvency in 1914, and this was only warded off by public subscription. Then in 1936 came the final disaster. The fire destroyed all but one tower. (This was later blown up in 1941, as it was feared it was a direction point for German raiders.)

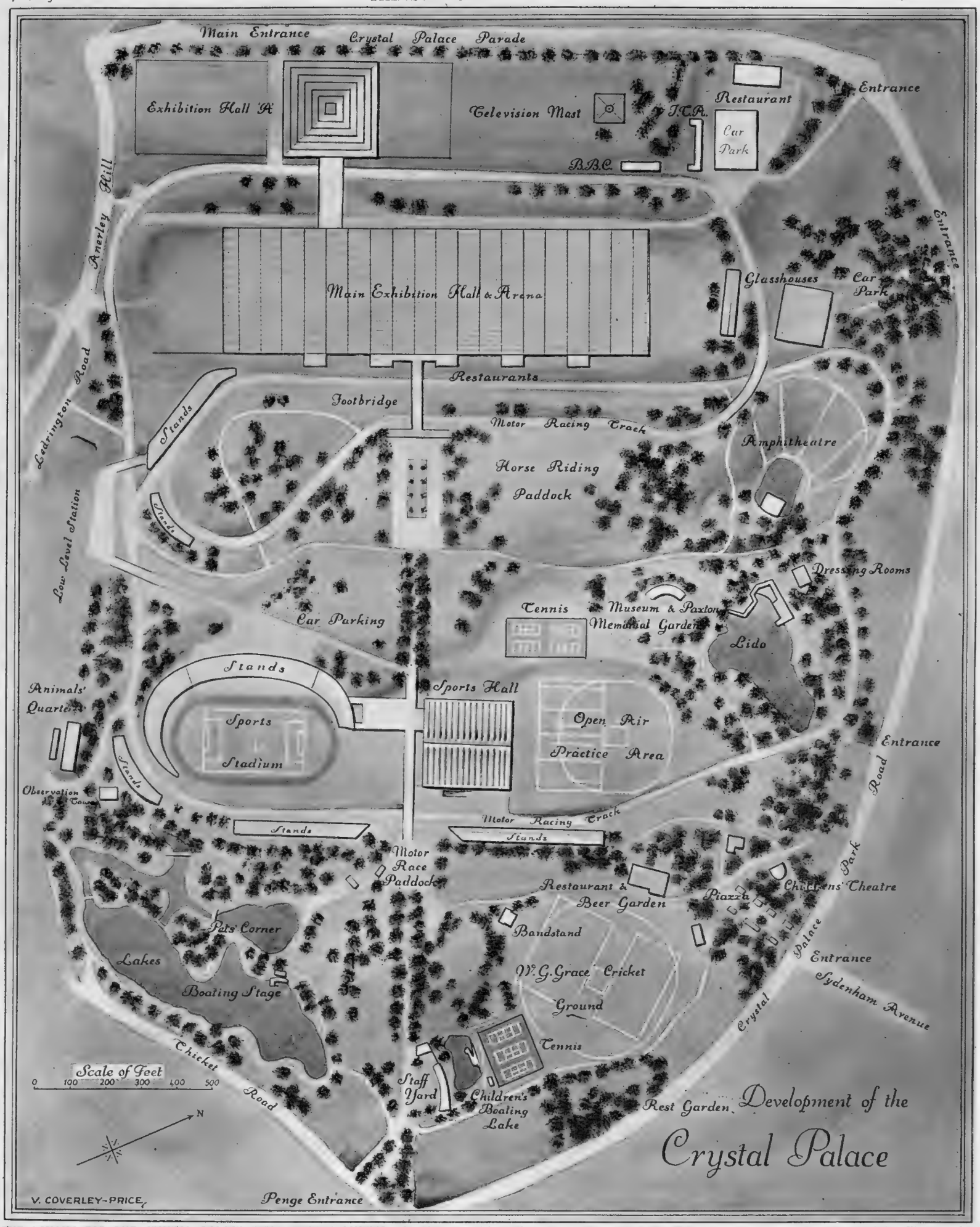
The grounds were used by the fighting services during the war, as they had been in the period of the earlier hostilities. When peace came much of the grounds was in a state of decay and statuary and monuments were overgrown with ivy and other climbers. It still had its uses for sport, and television found it suitable for transmitting purposes. The Trustees of Crystal Palace were already inviting plans for future development when, in 1951, the grounds were placed by Act of Parliament under the responsibility of the London County Council.

The L.C.C. engaged Sir Gerald Barry as its consultant. In co-operation with Dr. J. L. Martin, the architect to the Council, he propounded his plans in two stages. The first scheme outlined proposals for a National Youth and Sports Centre, and the second suggested comprehensive exhibition buildings. When all the implications of these ideas are taken into consideration, it will be seen that the L.C.C. certainly

kiosks would stand
the national centre
children's theatre.

in fair in 1931, it had
in South-East London since
ration in 1854.

main buildings were
for miles around.
background. It was
for enemy aircraft.



THE LAYOUT FOR THE CRYSTAL PALACE DEVELOPMENT SCHEME : It gives an idea of the ambitious £10,000,000 project proposed by the L.C.C. The total site has an area of 200 acres. Near the main entrance at the top is the car-park, with its multi-storey garage. The main hall would cover more than 705,000 sq. ft. and the smaller hall above it 122,000 sq. ft. In the central section are most of the sports facilities, encircled by the motor-racing track. At the bottom are numerous attractions for children. The whole would combine into a great national centre and spacious park.

endeavouring to maintain and improve upon the rystal Palace tradition.

Let us look a few years ahead and take a walk ound the proposed Crystal Palace of the future with e help of Mr. Coverley-Price's drawings on these pages. assing through the main entrance from Anerley Hill, e immediately begin to see some of the wonders of his 200-acre estate. On our right is the small exhibition all, covering an area of 122,000 sq. ft., connected by covered way with the main hall occupying an area f 705,000 sq. ft. But perhaps we have made the urney by car, so before we investigate let us park ur motor in the car-park, beyond the television masts. e can leave it in the open or we can put it in one of wo multi-storeyed garages which together will hold ,000 cars. Buses and coaches can be accommodated the same way.

Now back to the exhibition halls. We may have me to see one of a wide variety of spectacles. It uld be a circus, a boxing match, indoor football, cattle show, a contest of roller-skating or a cycle race, just to name a selection of the events held here at different times. Or possibly we are heading for the amphitheatre, where we shall listen to a band contest or a dramatic performance.

But maybe we are here for outdoor sports. We have a fancy for a friend on the motor-racing track which covers a large area. A seat in the stands is ours, although if we are prudent we shall have booked in advance. But perhaps we prefer non-mechanical locomotion. Horses are ready for us in the paddock. There may even be a horse show listed for to-day. Or we can exercise ourselves in sport. The tennis courts are waiting for the younger members of our party and for the older there is the bowls' green. Or let us take up comfortable watching positions round the well-named W. G. Grace Cricket Ground. (The beer garden is near by. Let us hope the same licensing rules will apply as do at Lord's.)

We don't have to worry about the children. They can go off to the boating lake, or Pets Corner or even their own children's theatre. They can bathe from the lido, and after a lie in the sun join some of the adults who will undoubtedly have made their way to the sports stadium where some seasonable contest will probably be in progress. And don't let us forget that cantankerous relative who likes to explain from history how Things Are Not What They Were. He will have dropped off happily in the Paxton Memorial Garden which, with its museum, is a treasure-house of the Crystal Palace of the past. Finally, before we depart, we should go up the observation tower and gaze upon this modern miracle spread out before us.

Is this just a dream, or is it a practical proposition ? The L.C.C. definitely holds the latter opinion. A start in building both the sports centre and the exhibition hall is to be made as soon as possible. The sports centre will cost about £1,750,000. The King George VI Memorial Fund has subscribed £100,000. The L.C.C. has undertaken to provide the capital for building the centre, subject to the net running costs being met from other resources. The Central Council of Physical Recreation, which is to run the centre, has

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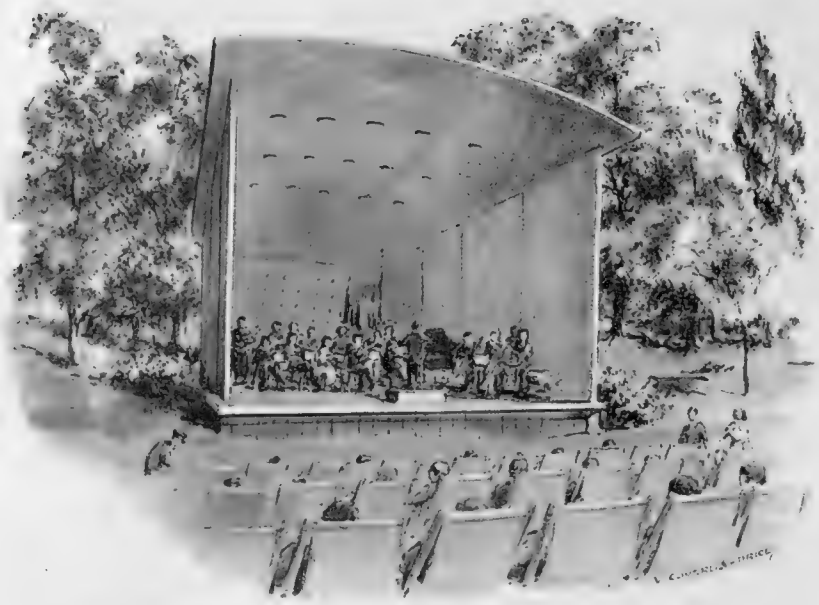

AT A BAND CONCERT : It is planned to build the bandstand in the trees, between the cricket ground and the motor race paddock. It could be best reached through the Piazza entrance from the Crystal Palace Park Road.

THE SWIMMING LAKE : This would be part of the lido. On the left is a pool for children's sailing boats. Children would also have their own boating lake elsewhere in the site, and yet another lake is planned for adult boating.

A FUTURE FOR CRYSTAL PALACE

(*Concluded from previous page*)

been told by the Minister of Education that he would increase its grant by £10,000 a year in respect of a sports training centre.

This, then, comes into the bounds of practical possibility. The Exhibition Centre, costing £7,000,000, is a less concrete proposition at present. But it has been pointed out by supporters of the scheme, who have studied similar exhibition centres in other countries, that such an institution can be made to pay, once the capital outlay has been expended. If it can be established in the public mind as the right place for a show or an exhibition, then it may not be long before the initial costs are covered.

The L.C.C. has been charged under the 1951 Act to redevelop the estate as a place of "education and recreation and for the promotion of industry, commerce and art." It is endeavouring to carry out this task with courage and imagination. Objections can briefly be classed in three categories—financial, æsthetic and general.

The financial objection needs little stress. The minimum cost for the Crystal Palace plan is £10,000,000. This is not a large sum in present terms of public expenditure. But it will be a considerable outlay from the public funds unless it is sure that the initial capital will eventually be recovered, at any rate for the most part.

Its popularity could be affected by the second or the third objections. Æsthetically it would be impossible for the general public to form any opinion on the new Palace until they could see it. Its predecessor was regarded as a marvel in the nineteenth century but became an architectural joke or monstrosity to the iconoclastic twentieth century. From all the designs it would appear that the new buildings would be functional, which is in keeping with current taste. Should that taste change, as it presumably may do, it is, of course, possible that the ideas of the 50's may be scorned by later generations. The fact that the first Palace fell into ridicule may have contributed to its financial decay. But no actuary would dare to anticipate æsthetic risks, and at least it can be said that the open-air layout would be difficult to better under the standards of any century.

As for the general objection, this is perhaps the most cogent. For it goes to the root question : Do the English really want a national centre of this kind ? What is sauce for the often dragooned Continental is definitely not sauce for the ruggedly individualist islander. The English tend to improvise their recreations rather than accept them ready-made. It can be pointed out that Battersea Gardens, aftermath of the Festival of 1951, have not been an outstanding success as an attraction. Further, it may pertinently be asked whether Wembley, Olympia, and many another now popular centre for sport would look with favour on all their functions being combined in Crystal Palace.

Finally, there is the question of transport. Sydenham is not in Central London. But Sir Gerald Barry and his colleagues have suggested that the railway services to the Palace could be augmented without difficulty, and they also believe that people planning to visit there would be able to stay at hotels outside London towards the South Coast and reach the Palace in comfort and with speed. However, it is odd that the designers do not appear to have included any helicopter landing-grounds in their suggested layouts.

To a plan of scope and imagination such as that put forward by the L.C.C. for Crystal Palace, there are bound to be objections. No one can deny that it would provide much-needed facilities in already overcrowded London and add to the attractions of the Metropolis. Whether it would prove popular would depend largely on the younger generations. Is there any reason to suppose they would be indifferent to the grand tradition enshrined in the two words, Crystal Palace ?

A MOTOR RACE PASSES NORTH TOWER CRESCENT : The picture is of an incident during the Petit Prix in the British Racing and Sports Car Club's National Meeting at Crystal Palace last May. Motor racing began here in 1937 and was restarted by the L.C.C. in 1953. The track would be considerably enlarged under the Council's new scheme.

SPORTS IN PROGRESS : The artist's impression shows tennis players stopping to watch the cars on the enlarged motor-race track flash by the crowded stands. On the right is one end of the great glass building of the sports centre. Between the race-track and the tennis courts is the practice area for various sports.

GIGANTIC CROWDS AT A FIVE-MILE-LONG PARADE : This dense throng contains only some of the crowd estimated at 2,000,000 which lined the route in the capital of India to see the parade on the anniversary of Indian Independence. Mounted units in their uniforms of many colours are passing. The procession, which stretched for five miles, was a display of military services and culture.

REPUBLIC DAY IN NEW DELHI

A Great Parade Marks the Anniversary of Indian Freedom

The anniversary of Indian Independence (granted in 1947) is naturally one of the great national days in that country. This year New Delhi was treated to a spectacle of Oriental pomp and splendour. It was a display of both India's military strength and of her culture. For 2½ hours the participants moved past President Prasad on the saluting-base, and the route was crammed with excited spectators estimated at 2,000,000 in number. Mounted troops, on horses and camels, contrasted in the variety of their colour with the more conventional uniforms of the foot units. Heavy and light tanks showed that the Indian forces are well mechanised and the Indian Navy and Air Force were represented. On the cultural side there were numerous tableaux illustrating folk lore and customs. Some of the floats were drawn by agricultural tractors.

EN ROUTE TO THE STARTING-POINT : A detachment of the Indian Army marches through the streets of New Delhi on its way to the parade. Balconies are crowded by those unable to see the full procession.

WATCHING AND WAITING : Sherman tanks lead the cavalcade along Raj Path and are followed by light tanks. The parade took two and a half hours to pass the saluting-base. *On left*—The colossal crowd lines up on the avenue to wait for the spectacle.

THE WINTER OLYMPICS

Events and Personalities at Cortina d'Ampezzo

The Winter Olympic Games began at Cortina d'Ampezzo on January 27, and for ten days the cream of the world's skiers and skaters competed against each other on the Dolomite slopes or in the vast ice stadium specially built for the seventh Winter Olympics.

Of the many fine performances perhaps that which will stay longest in the mind is the astounding ski-ing of the Austrian Anton Sailer in the Giant and Special Slaloms. His technique has variously been described as brilliant, perfect or simply unbelievable and he finished the Games by being christened "Le Dieu du Ski." His achievement was all the more remarkable since the slalom course was generally recognised as being the most difficult and longest ever laid out for an Olympic meeting.

As was expected of them the Russian teams gave an excellent display, establishing, among other things, a new Olympic and world record for the 500-metres speed skating. The Scandinavians likewise excelled in their traditional field of long-distance cross-country races. Hakulinen, of Finland, won the 30-kilometre cross-country; Brenden, of Norway, the 15-kilometre; and Stenersen, of Norway, the Nordic Combination. The unexpected victory of Renée Colliard, of Switzerland, in the Women's Slalom was almost the sole occasion on which the official forecast was upset.

BUILT FOR THE WINTER OLYMPICS: The magnificent "Italia" ski-jump at Cortina, towering 57 metres above the grandstands and specially built for the Games, is now one of the landmarks of the Italian resort. Some idea of its size can be gained from this view of a crowd gathered on the slopes of the stand to watch the Olympic Combined jumping.

ROUNDING THE CURVE: The winning Italian two-man bob team of Umberto Dalla Costa and Giacomo Conti takes a curve at speed during one of their "runs."

MISS SUGDEN AT CORTINA: The young British skater performs before the judges in the "compulsory figures." She was fourth in the final positions.

ON THE WAY TO VICTORY: Yry Moschkin, of Russia, leaves the tower in his first jump of the Nordic Combination Ski-jumping which he won from S. Stenersen, of Norway.

A GOALKEEPER DIVES IN VAIN: J. M. Logan, of Canada (bottom centre), scores his country's fourth goal in their ice-hockey match against Germany. Canada won by four goals to nil in the first Olympic Game of the ice-hockey tournament.

SPEED ON ICE: Eugenij Grischin, of Russia (nearest camera), wins the 500-metres skating race. His time of 40.2 secs. was an Olympic and world record. Behind him in another lane is John Cronshey, of Great Britain, who finished in 42.9 secs.

RUSSIA'S FIRST GOLD MEDAL : Ljubov Kozyreva, who won the 10-kilometres cross-country race for ladies, gave Russia its first gold medal of the Games. Her time was 38 mins. 11 secs. for the very arduous course.

WORKING HIS WAY THROUGH THE FIELD : Weikko Hakulinen, of Finland, passes Brenden, of Norway, during the 30-kilometre cross-country race. He won in a time of 1 hour 44 mins. 6 secs. and was awarded the first medal of the Games to be presented.

SWISS MISS WINS THE SLALOM : Renée Colliard, a twenty-two-year-old student from Geneva, flashes down the track to win the Women's Slalom. Her total time for two runs was 1 min. 52.3 secs.

CROSSING THE LINE : Ossi Reichert, of Germany, the winner of the Women's Giant Slalom, crosses the finishing-line with a wave of her ski-sticks. Her time for the Tofana was 1 min. 56.5 secs.

THE "VICTOR LUDORUM" OF CORTINA : Anton Sailer, of Austria, whose ski-ing was the revelation of the Games, clears a gate during the Men's Giant Slalom, which he won in 3 mins. and 1-10th secs. His performance was described as probably the most brilliant slalom in the history of the race.

THE HOME NEWS

Pictures from London and Other Parts of England

On left—

THE QUEEN MOTHER AT R.A.D.A.: Her Majesty is listening to a speech by Sir Kenneth Barnes, on the extreme right, at the Royal Academy of Dramatic Art in London. She had just unveiled his bust, which was presented to him. Sir Kenneth recently retired from being Principal of the Academy. Sitting between him and the bust, which is the work of Miss Clemence Dane, is Mr. Felix Aylmer. The Queen Mother paid a tribute to Sir Kenneth and the work he had done during his forty-six years as Principal. She said that his standards of training for those on the stage were not only high, they were inflexible.

BRITAIN'S GIFT TO THE PARLIAMENT OF ISRAEL: Lord Samuel speaks at a ceremony in the House of Commons at which he formally presented the Menorah, a massive seven-branch candelabrum, to the Israeli Ambassador, Dr. Elath (second from right at the table). The 15-ft.-high Menorah is on show at the Tate Gallery, so Lord Samuel handed Dr. Elath the photograph behind them. Also at the table are Mrs. Clement Davies, Mr. Gaitskell and Mr. W. Teeling.

MISHAPS DURING BOAT-RACE TRAINING: M. G. Wyles, the cox, hands a new oar to M. Delahooke, No. 2 in the Cambridge University eight training on the Cam. The boat had collided with another on the river and Delahooke had broken his blade. However, this was not the only mishap on this particular afternoon's outing. A little later J. A. L. Russell, at bow, snapped his blade in two. So again the crew had to return to the boat-house for a new oar.

A WOMAN KILLED IN FLOOR COLLAPSE: While working in the scullery kitchen of the Royal Oak Hotel in Yattendon, Berkshire, a part-time help, Mrs. Phyllis Faithful, disappeared when the floor collapsed and fell into a disused well 60 ft. deep. Because the well threatened to collapse, recovery operations had to be postponed until suitable tackle was available.

A LONDON TAVERN HOLDS A VICTORIAN-STYLE EVENING: Guests gather round the singers in costume of the last century at the Victoria Tavern, between Paddington and Lancaster Gate. The occasion was the reopening of the house, and for this one evening drinks were sold at the prices obtaining before 1900. Beer was twopence a pint and spirits were a penny and twopence a nip. The musical instruments brought in and played included a Victorian barrel-organ, and a hansom cab was waiting outside. The Tavern has been entirely redecorated in the Victorian style, with pictures, some of them rare, prints, medallions and many other ornaments of the period. Fittings such as clocks have been carefully selected, and the newspapers on the walls include some old copies of the *Graphic*.

SWANS GO BACK TO THE WATER : The birds are being unloaded from ambulances of the People's Dispensary for Sick Animals at Kingston, in Surrey. They are being put back in the River Thames after treatment for the removal of marine oil, by which they were affected last month.

COMMEMORATING THE MARTYR KING : The Rev. Lambert F. E. Foxell, President of the Royal Martyr Church Union, is seen laying a wreath during the annual remembrance service at the statue of King Charles I at the top of Whitehall, in London. The Society of King Charles the Martyr held another ceremony near by at the actual place of execution, and services were arranged at St. Martin-in-the-Fields and St. Mary-le-Strand.

THE RULE OF THE ROAD : The first of a new type of traffic signs has been erected at Slough, in Buckinghamshire, as part of a road safety experiment sponsored by the Ministry of Transport. They are similar to those used in the United States and are being introduced in Britain. The sign bearing the words "Yield Right of Way" will in various places take the place of the "Slow" and "Halt" signs on minor roads entering the main traffic streams.

On left—
NEW LONDON BUS : The prototype 64-passenger Routemaster goes into service on the No. 2 route between Golders Green and Crystal Palace. Later it will be switched to other routes. The basic material of the bus is lightweight aluminium alloy. Production in quantity will start in 1958.

A MODERN THATCHED HOUSE : It is in the gardens of Elvaston Castle, Derbyshire, the seat of the Earl of Harrington, and is believed to be the first thatched house built in the county since the war. The thatcher was Mr. Pete Slavin, who has worked on the roof of Ann Hathaway's cottage at Stratford.

On right—**A SIXTEENTH-CENTURY HOUSE TO BE PRESERVED :** Salisbury House, in Edmonton, North London, has received a grant for repairs from the Ministry of Works. This three-storeyed timber-framed structure is probably the oldest domestic building in the district and an extreme rarity in North London.

IS THE SKYLARK IN PERIL?

It is Possible that the Wide Use of Toxic Chemicals in Agriculture may be Having Some Effect on the Skylark

By BRIAN VESEY-FITZGERALD

OF all birds the skylark is my favourite. I admit that I waver in my allegiance at times: there are so many lovely birds, so many with endearing ways, so many with some outstanding characteristic that holds and entrances for the moment. The first deep throbbing notes of the nightingale on a May night: I lean out of the bedroom window and listen enthralled. By May's end . . . ah well, that is the lot of mistresses. So, too, the first sight of a red-backed shrike, perched on some thorn bush, fierce head thrust forward, tail flicking, delights me. And the same is true of many, many birds.

Throughout April and May my fancy wanders: I am inconstant. In those few short weeks I worship at many shrines, and I am not ashamed of my inconstancy. But always in the background there is the skylark: and for the rest of the year, when the light fancies have tripped their brief course, he reigns supreme. And never more so than now, in February.

This has nothing to do with colour. The appeal of many birds lies in their colouring. Were it not for their colouring we should hardly notice bullfinch or goldfinch, for they are shy of habit and though both have remarkably sweet songs, they are soft little songs and are drowned more often than not in the hurly-burly. Nor has it anything to do with tameness. It is the tameness of the blue tit, as much as his pretty colouring and acrobatic ways, that endears him to the owner of the bird-table. It is the tameness of the robin, and not his red breast and piping song, that endears him to gardeners. The skylark has no brilliance of colouring. It is just a plain, streaky brown bird with a white-bordered tail. And the skylark is not tame.

Nor, really, is it the song. Of course, it is the song of the skylark that has made the bird famous. Of all British singing birds, the skylark and the woodlark are the only ones that will sing continuously for long periods. It is said that the skylark will remain in the air for half an hour and be singing all the while. That may be so, but it is outside my experience.

I think that about seven minutes is the longest unbroken stretch that I have ever listened to, and I should say that something under five minutes—something between three and five minutes—is the most usual period of song. And that, of course, is in the breeding season. Song periods outside the breeding season are very much shorter.

But it is not only the continuous nature of the song that impresses. The skylark rises suddenly from the ground and with a glorious burst of vigorous, lively song. The bird goes up and up and up, singing all the while. Soon it is a speck, and then it is out of sight; but still the music comes down to us. "The lark at Heaven's Gate." Alone of birds the skylark sings thus. And well may we marvel.

If we were to judge song by its loudness, its clarity, its vigour, its continuity, then the skylark would easily head the list of British songsters. But even I, who love the skylark above all other birds, would not place it as high as that in the song table. The song is a loud shrill warbling. It is pleasant and well-modulated, but it does lack variety. The skylark cannot compare, in my opinion, with the woodlark as a singer. Ranking bird songs is purely a matter of personal fancy, and my own fancy does not conform to fashion. I rank the woodlark very high, higher than the nightingale (which most people rank first of all: but the nightingale sings a great deal by day, and then is usually not heard at all) and second only to the blackbird. But I do not rank the skylark low. Hear the bird at night (and it sings at night more frequently than is generally realised) and you can have no doubt that it is a magnificent performance. But, of course, it is not the quality of the song that impresses us: it is the height from which it comes down to us. Almost all of us associate the skylark with summer, with warm days and clear blue skies.

But this is to appreciate only a fraction of the skylark's life and personality. The fact is that the skylark is a ground bird. It nests on the ground and it finds its food on the ground. Furthermore, it roosts on the ground.

THE SKYLARK HAS NO BRILLIANCE OF COLOURING: It is just a plain, streaky brown bird with a white-bordered tail. It is the continuous song of the skylark that has made the bird famous.

Now, skylarks are very widely distributed. You may find them on open grasslands and on arable land, on sand dunes and marshes and bogs. I have heard one singing above a cricket match at Old Trafford, and another by railway sidings on the outskirts of London. Indeed, you may find the skylark pretty well anywhere from sea-level to mountain-top, except in small fields that are bounded by trees. But I think that it is only in solitary and treeless spaces, such as the tops of the Downs, that you can really get to know anything about the skylark and his ways. Of course, there are skylarks in the valleys; but in the valleys the bird is no more than a flickering black speck against the sky (and sometimes you cannot see him at all because of the rising ground behind him) and, when he drops to the ground, he drops like a stone and is instantly swallowed up in the long grass. But on the Downs you can watch his whole life, in the sky and on the ground, and very soon you begin to notice unexpected things about him.

Somehow one expects small birds to hop. Skylarks do not hop, they walk. It is a slow and thoughtful walk with the knees bent, so that the body is close to the ground. This does not mean to say that they cannot hop, they can. They will sometimes hop over an obstacle in their path. But I do not think that they do so very often: it seems to me that they prefer to walk round if they can. When alarmed they bend the knees still further and crouch on the ground, and if the danger gets closer, they run. It seems to me that they will always run rather than fly to avoid danger, and only take to the air if the danger is very pressing indeed. They can run very fast indeed, and always do so for a little distance when leaving the nest. But they walk back.

It is a common and widespread belief that skylarks do not perch; cannot perch, in fact. In the old days, when skylarks were kept in cages, they were never given perches because it was believed that they could not perch. Actually they perch a good deal. I have often seen them on the stunted bushes that we get on our Downs and on the posts of wire fences. But, though I have lived the whole of my life in skylark country, I have never seen one perched on a tree.

And how they love the wind! Except in the breeding season, when they keep very strict territories around the nests (and also, I think, in the sky above), skylarks are gregarious. They flock together, and sometimes these flocks are huge. This is most noticeable, of course, in mid-winter, for then our resident birds are joined by large numbers from the Continent. It is in December and January, in Hampshire at any rate, that you see the large flocks. The return movement begins in February. You do not see the birds go: there just are not the big flocks any more. In Hampshire, on the Downs in the north of the county, there is a good deal of movement in these winter flocks, movement dictated by the weather. If it is wet, you will always find them on the lee side of the hill. But if there is a high wind from the south-west, say, and without rain, then you will find them on the side of the hill facing the wind.

Even with the bitter north-east winds, which we sometimes get with the turn of the year, they will be on the exposed side of the hill. These flocks roost on the ground, and, as often as not, without any cover at all. They always roost facing the wind and in a rough horseshoe, and I think that they lie packed quite closely together. I have never seen them, of course, but the droppings of a large flock at roost (and the same roosting ground will be used for several nights in succession if there is no disturbance and the wind remains in the same quarter) indicate that they do.

But it is now, in February, that the skylarks become really important for me. They have been singing all the winter, of course; on the ground and while they are running, as well as in the air. There is no day in all the year on which you may not hear a skylark singing on these high Downs. But now they are singing with a new purpose and a new power, although oddly enough the song is quieter. This is because the spiral flight is now higher, and now, which is something that they do not do in winter, they continue to sing while descending. And now they are altogether more cheerful and carefree. They run a few paces here, a few paces there; jump in the air, two or three at a time; chase each other in low, skilful flight from one green crest to another, something after the manner of swallows hawking over a lawn before a storm; rise in long diagonal flight, singing as they go.

Every now and again three or four will rise into the air together and execute an amazingly intricate, interwoven, triple or quadruple spiral at a speed which completely defeats the eye, and they will be singing all the while. A little later, about the middle of the month (you will remember that St. Valentine's Day is the day appointed by tradition for the mating of the birds) you will see only two performing this dance: and you know then that courtship has begun. The weather may be cold and the north-east wind may carry a hint of snow—and there will be cold weather to come anyway—but here is the certain promise that spring is just round the corner. I think, maybe, that this is why I love skylarks: because they are such cheerful little optimists.

But I am a little worried about skylarks. It seems to me that, in the last year or two, I have not seen so many in spring and summer—the impression I have is nothing like so many—as I used to do. I have not counted them, of course (there would be no point in doing so, even if it were possible, since I never used to count them in the past), it is only an impression. But it is a very strong impression. And I cannot help but wonder if the very wide use of toxic chemicals in agriculture—insecticides particularly—is not having some effect on skylarks, especially on the nestlings. After all, half the skylark's food is composed of insects and other animal matter (but mostly insects)—and in the case of the nestlings very much more than half—and we all know how very effective these modern insecticides are. Effective agricultural practice necessitates the use of various toxic chemicals to protect growing crops. We cannot have it both ways: but I think it is a pity that we cannot.

THE SKYLARK IS A GROUND BIRD: The young are seen being fed in a nest on the ground. The skylark not only nests on the ground but also finds its food and roosts on the ground.

Photographs by Eric Hosking

ONE OF THE GREAT SIGHTS IN THE NORTH ISLAND'S NATIONAL PARK : From the top of the 7,515-ft. mountain Ngauruhoe emerge the tell-tale puffs of smoke which indicate that once again this volcano in the Tongariro National Park is showing signs of activity. Rivulets of molten lava which have flowed down the mountainside in previous eruptions have etched their passages into the contours of the mountain. At night the sight of Ngauruhoe and the other active volcano, the 9,175-ft. snow-capped mountain Ruapehu, is a great attraction to visitors who stay at the tourist hotel on the slopes of Tongariro. As the fiery lava shoots upwards from the craters of the two volcanoes they see a colourful display of natural pyrotechnics. Ngauruhoe, pronounced "naguro-i," is one of the great North Island showpieces of Maori history and tradition. A literal translation of the name is "descendants of the paddlers," which recalls the canoeing days of the first riverside settlers.

NEW ZEALAND'S FIERY MOUNTAIN

New Pictures of Mount Ngauruhoe as it Throws up Smoke and Lava in a Minor Eruption

On left—

FIRE DOWN BELOW : Thick plumes of smoke belch forth from the crater of Mount Ngauruhoe. The rumbling in the belly of the volcano last month gave the impression that a major eruption was imminent.

AN ARCTIC SCENE IN THE COTSWOLDS : Animals stand in snow-covered fields round a farm at Farmington, in Gloucestershire, and cars make their way along a white track. The great frost came suddenly to almost all of the British Isles. Pipes froze, boilers burst and power cuts had to be imposed in many places because of the heavy demands for electricity. The worst road conditions since 1947 affected traffic in over sixty counties and there were a number of accidents. The reason for the freeze-up was Continental Arctic air, that is, bitter winds from Northern Russia.

SNOW AND ICE

London's Coldest Day Since 189 and Other Pictures of Frozen Brita

THE COLDEST DAY OF THE CENTURY : Icicles surround Eros, in Piccadilly Circus, on the day when the maximum temperature at Kew was 24.1 degs., giving London's coldest day since 1895.

ON HASTINGS FRONT : The snow is inches deep on the promenade, where in summer holiday-makers enjoy themselves in the sun. Off parts of the coast of Sussex and elsewhere the sea froze and ice-floes were seen in Christchurch Harbour, in Hampshire. Inland in Britain stretches of some canals were frozen

A SNOW-PLOUGH ON THE ROAD : It is leading traffic at Lenham, near Maidstone, in Kent. In this area the snow was sometimes 18 ins. deep on the roads. In thirty-eight counties of England, nine of Wales and eighteen of Scotland, ice and snow dislocated the traffic and led to what were described as "most gruelling" road conditions.

THE FISHING FLEET IS BEACHED: Snow and ice on the shore and in the sea at Benfleet, in Essex, prevent the fishing-boats from going out. Trawlers coming into Hull, in Yorkshire, had 2 ins. of ice on their deck works. At Bembridge, in the Isle of Wight, the harbour was frozen to a depth of 5 ins. It trapped a motor launch carrying four pilots due to take ships into Southampton. When the craft succeeded in making open water it was found to be holed and the pilots jumped to a sandbank.

FLOODS FOLLOW SNOW: An A.A. patrolman directs traffic on the Windsor-Egham road near Runnymede. This was one of a number of roads where difficulties from the freeze-up were increased by floods. *On left*—A car makes its way past snowdrifts on a by-road near Coln Rogers, high up in the Cotswolds, in Gloucestershire.

COMPULSORY ANNUAL CAR TESTS?

This New Control is in the Wider Interests of Road Safety; More New Models; Looking back to the Monte Carlo Rally; and Other News of the Motoring World

By "THE SPHERE" MOTORING CORRESPONDENT

THE Government has changed its mind about compulsory car tests, and quite right, too. No self-respecting motorist has anything to fear from these annual inspections. Even the 10s. or so it may cost should be regarded as an extra insurance premium. Mechanical defects are a contributory cause in too many accidents and a big majority of motorists will willingly submit to this new control in the wider interests of road safety.

In 1955 road deaths in Britain totalled some 5,500, compared with 5,010 in the previous year. The total number of casualties was 265,500, and that is a terrible figure.

It was the new Minister of Transport, Mr. Harold Watkinson, who announced the revival, in the Road Traffic Bill, of a clause making provision for compulsory tests. You may remember that in July last year a proposal that compulsory inspection should be introduced in Britain was dropped from the Road Traffic Bill following criticism of the plan.

Announcing the Government decision not to proceed with the idea, Mr. Hugh Molson, Parliamentary Secretary to the Ministry, said they believed annual tests would reduce road accidents, but it was unwise to legislate ahead of public opinion.

What an extraordinary attitude by a Government Department concerned with safety on the roads! No wonder the new Minister, coming to the problem with a fresh mind, has persuaded his colleagues to take another close look at this question of tests.

Mr. Watkinson seems to have been seriously perturbed—as were many others—at the results of the tests voluntarily undertaken by motorists at the Ministry's "pilot" inspection station at Hendon, Middlesex. This was opened on October 11 last year. Between then and the year's end 6,393 vehicles—cars and vans—were inspected. Of this number 5,322 were found to require attention to headlights, brakes, steering or tyres.

In other words, five out of every six vehicles examined had faults which, in the opinion of the inspectors, should be put right before the vehicles could be considered fully roadworthy. And don't forget that most of the motorists who took their cars and vans to Hendon were obviously drivers who pride themselves on looking after their vehicles pretty well. Very few ramshackle vehicles have been presented for examination.

The Government's change of mind has surprised the A.A. and R.A.C. They say they find it difficult to understand. They point out that the objections and difficulties discussed when the matter came up originally have still to be overcome. These criticisms included the cost of the scheme; the necessity to create a new "army" of civil servants; the possibility of corruption if private garages were included in the scheme; the fear that motorists, instead of keeping their cars in good order all the year round, would neglect them until just before the annual test.

I think the Government will be making a good start if they confine the compulsory tests initially to cars ten years old or more and to cars offered for sale.

Car manufacturers in Britain and on the Continent are finding it increasingly difficult to prevent details of new models from leaking out to the Press in advance of the date on which they want to announce them. Two examples of this are the new Fords and the new Renault. Mr. Henry Ford II himself admitted, at a London Press conference, that new British Ford models were on the way. Since then a number of newspapers have given details about these new cars which may or may not be true.

According to these speculations, the new Fords will replace the existing 1½-litre Consul, the 2¼-litre Zephyr and the de luxe model of the Zephyr: the Zodiac. They are supposed to look like the French-built Fords, and I must say that pictures published by one newspaper support this theory. Personally, I don't think the new Fords will be at all revolutionary. Except, perhaps, for one thing: I understand the 6-cylinder models will have, as an optional extra, a lightweight form of automatic gear-box. Prices of the new cars will probably show an increase.

AN ACCUMULATION OF CARS IN THE MIDLANDS: These vehicles, which are ready for delivery, are seen parked outside a factory near Coventry. Several thousand more have accumulated outside other factories in Coventry and Birmingham, but firms say that it is usual to have quantities of cars in the "pipeline" as shipping is erratic. Assembly lines cannot be run in fits and starts and the cars are parked to await shipping.

The new Renault was not due for announcement until March 1, but the leakage of details and photographs to the French Press had assumed such dimensions that the company released official pictures.

These show an attractive-looking four-door four-seater with an 850 cc. 4-cylinder, water-cooled engine placed at the rear. I understand the engine is a bored-out variant of the unit used in the popular 750 cc. model, which will continue in production. It is reported that the new Renault—the Dauphine—has more luggage space than is usually found in a rear-engined car. The nationalised Renault company says the new car will cost about £555.

A new British sports car—a lightweight two-seater—has just been announced. It is the Turner A30, and as the name suggests, it employs many of the components used in the Austin Seven, including the 803 cc. engine, gear-box, front suspension and rear axle.

The price is £475 plus £238 17s. tax: a total of £713 17s. The Turner has a plastic body, does 80 m.p.h. and has a petrol mileage—according to the makers, a Wolverhampton firm—of 45–50 to the gallon.

Sir William Rootes did not wait long before bringing down the price of the Singer models. Basic cost of the de luxe Hunter has been slashed by £112 10s. It now sells for £863 17s., including tax. That is an overall reduction of £168 15s. The Hunter Special Saloon now costs £796 7s.—an overall drop of £123.

Take away the outright win of Ronald Adams (Jaguar) and the third place shared by Peter Harper's Sunbeam, and the Monte Carlo Rally results did not look so good from Britain's point of view. For, don't forget, we had more cars in the Rally than any other country. Yet the best we could do was to have eight cars finish among the first fifty!

Congratulations, though, to the Rootes Group on winning the manufacturers' team prize outright with a trio of Sunbeams. They were driven by Peter Harper, Jimmy Ray (who finished tenth) and Sheila Van Damm, who ended up in 122nd place after being slowed by fog in the Maritime Alps on the last lap.

It was a pity about Sheila, whose last rally it was before retiring from motor sport. At one time it looked as if one of Sheila's old rivals, Mrs. Nancy Mitchell, had a good chance of winning the *Coupe des Dames* in her M.G. Magnette. Only Mrs. Greta Molander, veteran Norwegian rally driver, was in front of her, on points—among the all-woman teams—when the 150-miles mountain test started to decide the final classification.

But Mrs. Molander's Mercedes sounded very ill when it took off and it did not last long. So there was Nancy Mitchell, all set for the women's cup, when she ran into a wall on a bend and lost five minutes straightening out the front of her car.

The interesting thing about this year's "Monte" is that it was in fact decided by a simple braking test just outside Monte Carlo on the day the rally cars reached Monaco. None of the first six cars lost a single mark either before or after the braking test. And as Mr. Adams beat a German driver in a German Mercedes by six points in that braking test, those six marks brought him victory—and a first prize of £1,200.

If you run a Ford Popular I would strongly advise you to consider investing about £40 in improving the springing by means of the L.M.B. conversion. These letters hide the identity of Mr. L. M. Bellamy, of Guildford, Surrey. He converts the rigid front springing of the Popular and earlier Ford lightweights into the "swing-axle" independent suspension he first introduced in 1933. Before the war this suspension was standardised on the Allard and also supplied as a conversion to certain Ford and Austin models.

The conversion unit consists of a standard Ford axle beam which is divided in the centre, both halves being provided, at their inner ends, with housings which carry Silentbloc bushes. These bushes are hinged on a bracket situated under the main spring.

Each half of the axle and its corresponding half radius rod form an independent wishbone swinging about a fore-and-aft horizontal axis. The complete conversion kit (including a longer, more efficient rear spring) costs £37 10s. in exchange for the standard suspension assembly. The fitting charge, Mr. Bellamy tells me, works out at about £3.

I tried out a "Supersprung" Popular and was impressed by the improvement effected by the L.M.B. conversion. There was very little of that high-frequency jolting motion you get with the normal Popular on certain road surfaces and I think you could do quite long journeys without undue fatigue. You can corner faster and, because you do not have to change gear so often, you save petrol. Mr. Bellamy also claims that his device offers extra safety, greater comfort and less wear on brakes and tyres.

Motorists who fear that the ever-tightening market grip of the big oil companies may lead to more expensive motoring will welcome the arrival of Mama—the Motor Accessories Manufacturing Association. Why? Because its object is: "To promote, by exchange of information and concerted action, the unrestricted sale and display of accessories, tyres, batteries, oils and other products distributed by members of the Association to the motor and allied trades."

There is no tie between member firms except their desire to encourage free marketing. "Its formation has been necessary," the Association's president (Mr. J. A. Middleton-Joy) said the other day, "by the pressure of major petrol companies . . . on garages which are the main platform for the sale of petrol, oils, tyres, batteries and accessory products."

A NEW BRITISH LIGHTWEIGHT TWO-SEATER SPORTS CAR: The Turner A30 has a plastic body and employs many of the components used in the Austin Seven.

ANOTHER NEW CAR WITH THE ENGINE AT THE REAR: It is the Renault Dauphine, "an attractive-looking four-door four-seater." The Dauphine has more luggage space than is usual in a rear-engined car.

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NEW SHIPS AFFECTED BY A FIVE-MONTHS-LONG INDUSTRIAL DISPUTE: Into the fitting-out basin of Cammell Laird at Birkenhead the newly-launched 10,500-ton cargo liner *City of Wellington* is being eased. In the foreground extreme left is the *Leader* (for Panama); beyond her the *Colamares* (Honduras) lies by the quay; alongside, in the centre, is *British Isles* (Britain); on the right is the Argentinian, *The General Pueyrredon*. All these vessels await completion, which is held up by a dispute dating from last September between a number of unions about drilling holes in the ships.

SHIPS IN TROUBLE AND IN COMFORT

Victims of Strikes and the Elements; and Liners at Sea and Fitting Out

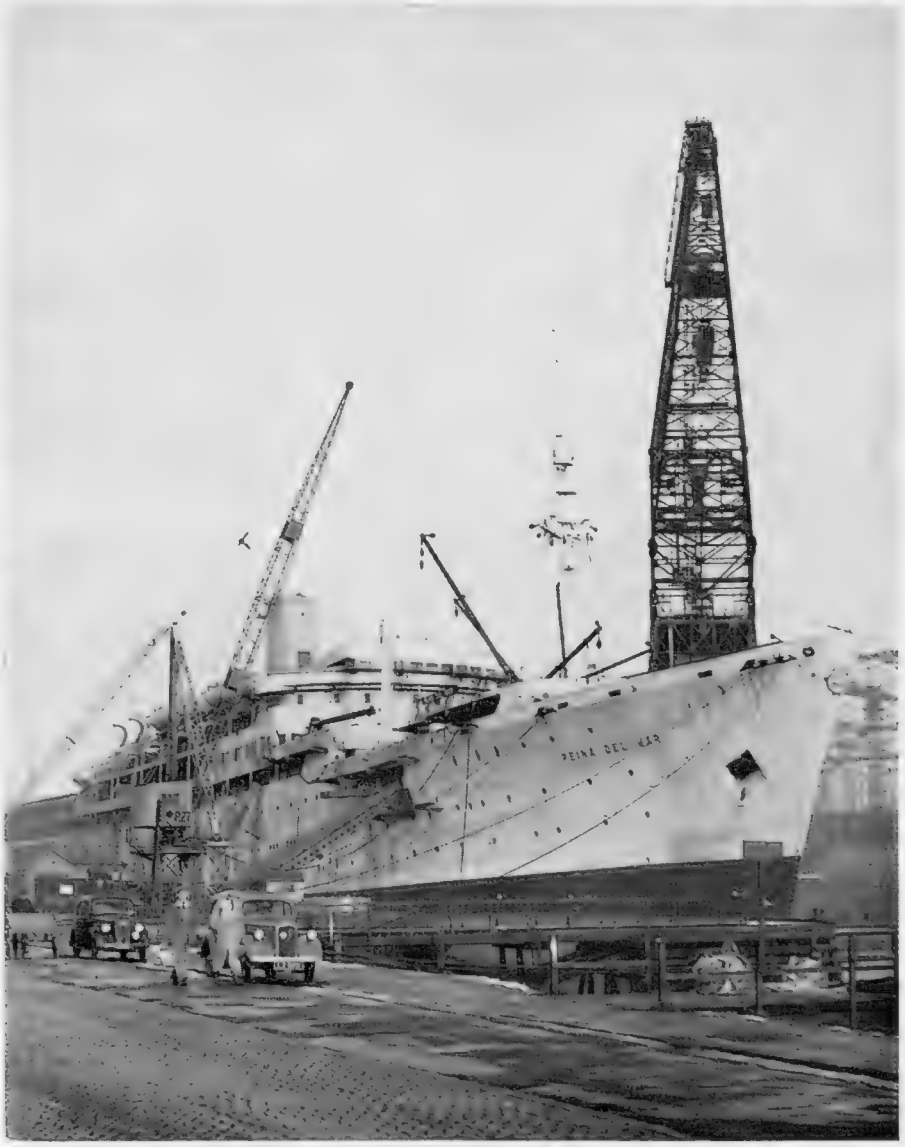
A DOCK STRIKE IN AUSTRALIA: Dockers' barrows are stacked in the foreground on a wharf in Darling Harbour, in Sydney, New South Wales. Beyond, the freighter *Mundalla* lies unattended in her berth. This was an incident in the strike of dock-workers over demands for an increase in wages.

On right—

AGROUND OFF GERMANY: The British freighter *Baltrover* is stranded in the estuary of the River Elbe, near St. Margarethen. She had been driven ashore by winds which caused the waters of the estuary to recede. Tug-boats had been trying to refloat the ship for several days, but the water-level continued to decrease.

FROM BRITAIN TO WEST AFRICA: The turbine steamship *Florence Holt* sails down the English Channel for West African ports. She belongs to the Guinea Gulf Line and is one of a group of ships named after members of the family of the line's founder, John Holt. She is of 7,100 tons.

A NEW SHIP FOR THE ROYAL MAIL LINES: The motor-driven cargo liner *Eden* (7,790 tons) sets off on her sea trials from the Belfast shipyard of Messrs. Harland and Wolff. She was launched last October by Lady Eden and is the fourth of a group of eight vessels completed there for this line.



THE LARGEST BRITISH VESSEL TO SERVE THE WEST COAST OF SOUTH AMERICA: At the yard in Belfast of Harland and Wolff the *Reina Del Mar* is being fitted out. When complete she will displace 19,350 tons and be the largest ship on her service. Carrying 776 passengers, she will voyage between Europe and South America.

The World of Books—By VERNON FANE

TSAR WITHOUT CONSCIENCE

The Life of Peter the Great; Travel in Brazil and in the Far East; An American Journalist's Essays; Some New Novels by Women

THAT city which we now call Leningrad was once St. Petersburg, the creation and, in many ways, the memorial of Peter the Great, who designed it as the capital of his new empire. He first had the idea of building the city in 1703, directing the preliminary work himself and conscripting vast numbers of peasants for forced labour. That tens of thousands of them died was, typically, a matter of indifference to the Tsar, who reconciled a visionary genius for the future of his country with an utter lack of feeling for the suffering of his poor. By 1714 a foreign observer declared the city to be one of the wonders of the world. For Tsar Peter, to the end of his life, it remained, with its rivers and canals and its approach from the sea, "a paradise."

This, however, was only one of the Tsar's achievements, and in his scholarly biography, M. Constantin de Grunwald writes of the victory over Sweden which gave Russia a window on Europe, the foundation of a navy (Peter was a lifelong lover of the sea and ships), a new army and a new form of Government. PETER THE GREAT (Saunders with Macgibbon and Kee. 21s.) makes fascinating reading, both in its scope and in its detail, so that one may read of the sweep of Russian history in one of the country's greatest epochs, or learn about a nobleman who "lived in the old-fashioned way and had his guests received in the courtyard of his palace by a bear holding a glass of vodka in its paws." The translation from the original French has been made by Miss Viola Garvin.

Moving smartly five or six thousand miles to the west, we come to the story of that prodigious lady, Annie Oakley, who is snugly fitted by that *cliché* about being fabled in song and story. Miss Oakley was, for those readers who are not also theatre-goers, a world-famous crack shot at the turn of the century and a great attraction in Buffalo Bill's Wild West Show. They called her "Little Sureshot"—and they were right, for she could even outshoot the champion, Frank Butler, whom she later married. Mr. Walter Havighurst has written the story of her adventurous life in ANNIE OAKLEY OF THE WILD WEST (Robert Hale. 15s.) and has made not only a lively tale of it but has filled in the colourful background of the Show itself, the world tours and parades, as well as the carnival crowds, the royalty who applauded and the artists who perpetuated it all.

The way people travel is enviable—and admirable. But there must be a real compulsion, even a kind of dedication, before travellers take on the drudgery of some of the voyages we read about. JUNGLE QUEST (Frederick Muller. 15s.) is a case in point. This record of Amazonian adventure in the jungles of Brazil has been written by Dr. Edward Weyer, whose object was to find Orlando Villas Boas, a legendary kind of figure who does exist, as Dr. Weyer found, and lives near the head of the Xingu River. From there he virtually rules an area half as big as England. Dr. Weyer has some extraordinary incidents to record in the course of his journey. Once he found a boa-constrictor in his canoe, which gives one some idea of the hazards, and once he had a set-to with an anaconda snake. These are examples of what may happen to an intrepid and highly individual explorer. Incidentally, there are some fine photographs, also taken by Dr. Weyer, of the primitive Camayura and Chavante Indians, those hardy if scantily-dressed types.

EAGLE ARGENT (Methuen. 18s.) is the history of another kind of journey, taken by Mr. Donald Hall through the Abruzzi country. Mr. Hall had Montecassino as his starting-point, having visited it for the celebrations of St. Benedict's *natale*, and from there he moved on east and north through an Italy that few tourists know but many, who don't rely on high roads and hotels, would appreciate. Mr. Hall followed the thread of the Benedictine movement from Cassino on the rest of his Italian journey, and it is the Benedictine expression of faith which has most influenced the record.

Miss Charlotte Ebener's travels, as described in her book, NO FACILITIES FOR WOMEN (Secker and Warburg. 18s.), have covered an immense territory in the past ten years, including Manchuria, China, Siam, Kashmir, Pacific islands and her native Wisconsin. Partly because a woman's point of view on wars and the tragic aftermaths of wars must always be worthwhile reading, and partly because Miss Ebener writes as crisply and toughly as a Nepalese orchid, this is a book to remember. She has covered—journalistically speaking—a great expanse of the world's surface and she can write about what she observed as clearly, if not as objectively, as if it were yesterday.

SOMERSET MAUGHAM IS EIGHTY-TWO: This birthday picture of the celebrated author shows him with the Aga Khan and the Begum at the Aga Khan's villa at Aswan, the Egyptian winter resort.

Mr. John O'Hara has also been a journalist, though we know him better as one of America's most remarkable novelists. About two years ago he took on a six-month job as a weekly contributor to a newspaper in New Jersey, where he lives. Twenty-seven of his short essays are now published under the title, which is a well-chosen one, of SWEET AND SOUR (Cresset Press. 12s. 6d.). These short pieces deal with blurb-writing, Ernest Hemingway's correspondents, neglected reading, St. Patrick's Day, and other subjects. The essays are brief, barbed and mostly very funny.

And now for novels, of which the first three this week are by women authors. LOVE AT FIRST SIGHT (Robert Hale. 10s. 6d.) has obviously not been chosen as a play on words but because it is the title of a story of six different people, all of whom experience in their time that peculiarly devastating *coup de foudre*. Miss Naomi Royde Smith makes it very clear that this is not the kind of lightning that is apt to strike you if you stand under a tree on a stormy day, and has combined the love-stories in a charming, well-planned and very readable novel.

THE PAINTED LATH (Heinemann. 15s.) was the last novel by Mrs. Beatrice Kean Seymour, and very good it is. So good, in fact, that one is prompted to turn back to all the earlier ones as well, particularly, in my case, to *Buds of May*. The present book is about a young woman of character, living about forty years ago, in a London suburb. The story of her childhood, love, marriage and disillusion is told with great sensibility and compassion.

Miss Helen Ashton writes of a big country house in England in the present day; one of those houses of enough interest and beauty to beguile visitors to pay half a crown for a sight of it. The family who have lived there for four centuries is now reduced to an old bedridden lady, her granddaughter, and that granddaughter's cousin and nephew. All the action in THE HALF-CROWN HOUSE (Collins. 12s. 6d.) takes place on a single day which decides both the house's and the family's fortunes. In spite of that brief span, the book is rich and full of incident and the authentic atmosphere of a long-cherished home, its owners, its servants and its neighbours.

GIRL IN MAY (Constable. 13s. 6d.) is by Mr. Bruce Marshall. It is a love-story, as perhaps its title hints, and it is set in Scotland during the First World War. The scene, specifically, is St. Andrews and the country nearby. The protagonists are an irrepressible schoolgirl, recently sacked from her school to the distress of her father, who is the canon of a poor parish, and the slightly bemused wonder of her young man, a first-year student at the University. The tale is full of vitality and fun. As you would expect from this author, it has as much good kindliness as it has exuberance.

The next two novels are American. JOANNA LORD (Jarrolds. 12s. 6d.) has the background of a southern city and a two-stranded story dealing alternately with the complexities of American politics and elections, and the love-story of a beautiful woman whose body, from the shoulders down, is brutally scarred by fire. Mary Fassett Hunt has tackled the sordid and the pitiable bravely enough and has a smooth, fast-running style. But I found that I had more interest than pleasure in the reading of this fairly torrid tale.

YOUNG (Weidenfeld and Nicolson. 10s. 6d.) is Miss Miriam Colwell's novel about two teen-age girls as told by the tougher and more cynical one of the pair. It is full of cokes and convertibles, youthful brashness and touching uncertainty. To some readers it will be more than a little surprising.

ST. ANNE, GRANDMOTHER OF OUR SAVIOUR (Allan Wingate. 21s.) *is an account of the life of the mother of the Virgin Mary by Frances Parkinson Keyes. There are many photographs.*

In **THE SHRINE OF ST. PETER AND THE VATICAN EXCAVATIONS** (Longmans. 42s.) *Jocelyn Toynbee and John Ward Perkins describe, with the help of exclusive photographs, the recent important excavations at St. Peter's, Rome.*

HEROIC HAIRDRESSER

Pierre Toussaint's Biography

There was another Toussaint besides famous Dominique Toussaint L'Ouverture, the Bonaparte of St. Domingo. The second, whose name was Pierre Toussaint, was a hairdresser by trade, but this must not lead us to regard him in a lesser light than the great liberator. In BLACK PEARL (Harvill Press. 16s.) Arthur and Elizabeth Odell Sheehan tell of this Haitian slave who became the best hair stylist in old New York, made time in a crowded, colourful career to turn his own home into a refuge for outcast children, founded schools and orphanages for coloured children, raised funds for his church and looked after the welfare of the Bérard family, his masters in former servitude. He lived to be a serene but lonely old man, for most of his friends pre-deceased him. He left his fortune to the grandson of that remarkable American Alexander Hamilton. This is a touching and heroic story that somehow bestrides the colour question. The second Toussaint, like his noble namesake, was very much a man, and a lovable one at that.

Before the American Revolution a vast trade was carried on between the North American colonies and the sugar colonies of the West Indies. Without it the latter could not have existed and the former would not have developed. Over the two the Imperial Parliament at Westminster was overlord. The members were not impartial, and perhaps it was the preference shown by the legislators towards the West Indians which in the end disposed the North Americans to revolution. The pre-revolution period of inter-trading was one of remarkable fascination. In his volume YANKEES AND CREOLES (Longmans. 25s.) Richard Pares, Fellow of All Souls College, Oxford, has extracted from the seemingly dry-as-dust ledgers of the traders of the day facts and figures which he has succeeded in endowing with the authentic atmosphere of the period. Mr. Pares collected the material for this book more than twenty-five years ago when on visits to the United States and the West Indies. Yet no one has forestalled him in his task, and it is well that it is so, for it is hard to think of it being done better.

In its simple, sincere presentation of a glowing career the late Charles Rigby's life of KATHLEEN FERRIER (Robert Hale. 15s.) is a most moving document. That it contains some errors of fact is clearly stated by the publishers, who point out that Mr. Rigby did not have access to Kathleen Ferrier's personal papers, nor did he have an opportunity for revision of his manuscript before his own death. Nevertheless, here is a volume that should not be missed, particularly as it takes the story right back to the singer's earliest days, her education and her musical training, her marriage and much else that preceded her comparatively late flowering and her swift maturity. Most moving of all is the description of the farewell appearance in *Orfeo*. "It seemed as though Gluck had been thinking of Kathleen Ferrier when he composed his opera; it seemed made for her and she for it. To no other artist perhaps has it been granted to say farewell with greater eloquence or dignity."

Rather rashly the dust-jacket announcement proclaiming W. S. Scott's admirable volume GREEN RETREATS (Odhams. 18s.) declares that "this book tells the little-known story of Vauxhall Pleasure Gardens." The truth is that there is a reasonably wide literature about them from the pastoral beginnings as a place where the Restoration gallant went to enjoy the pleasures of the country and eat gooseberries or to play at bob-cherry, through their heyday when the walks were paced by the beaux and belles of Georgian society, to their final demise in the nineteenth century, when they became the resort of the rowdy and the raffish. W. S. Scott has, however, achieved some neat co-ordination and this volume, with its excellent illustrations, is a notable addition to the record of old London.

TRANSFORMATION IN MALAYA (Secker and Warburg. 18s.) is the work of J. B. Perry Robinson who as Senior Information Officer during General Templer's momentous spell in the Peninsula has seen at first hand the changes that have been effected. Mr. Robinson shows how stable, unified, self-governing nationhood is the prospect before Malaya, and points to it as the first Asian land to resist the penetration of Communist influence. This is a shrewdly written book, and for those who would ask what is Malaya like, not least for the Malayan, the Chinese and Indian communities, here are a whole host of satisfying answers.

Leonard Bertin's ATOM HARVEST (Secker and Warburg. 20s.) deals comprehensively with both the military and peaceful applications of atomic energy as they affect Britain's place in the world. Despite its technical character it is a book that can be readily understood by the layman. It is full of surprises; the greatest of them being, perhaps Britain's present progress in this vital field.

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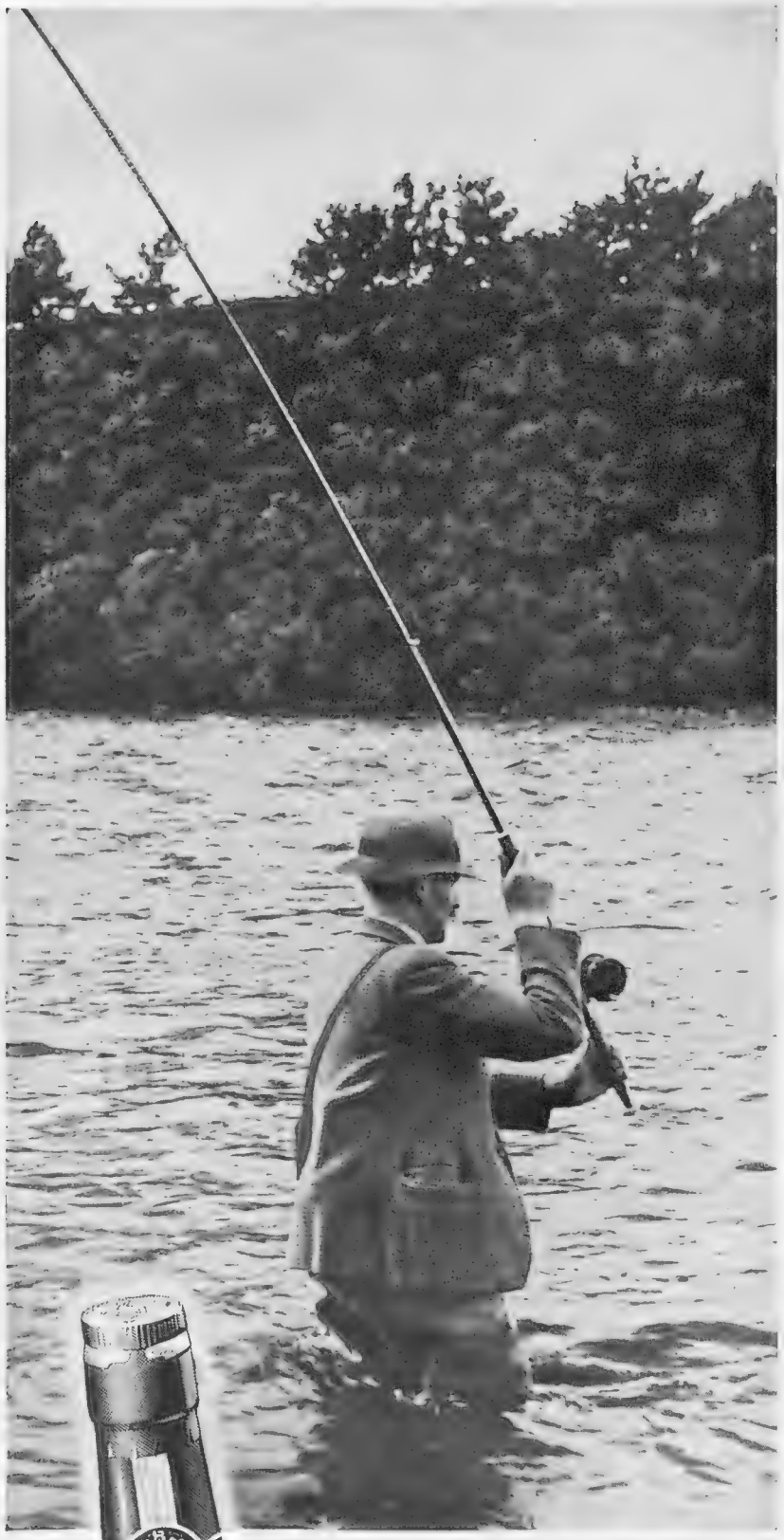

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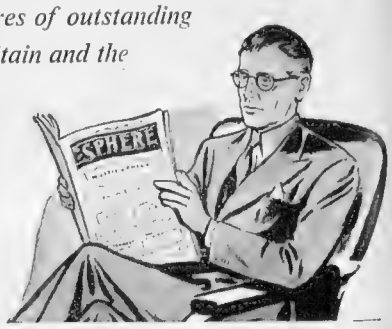

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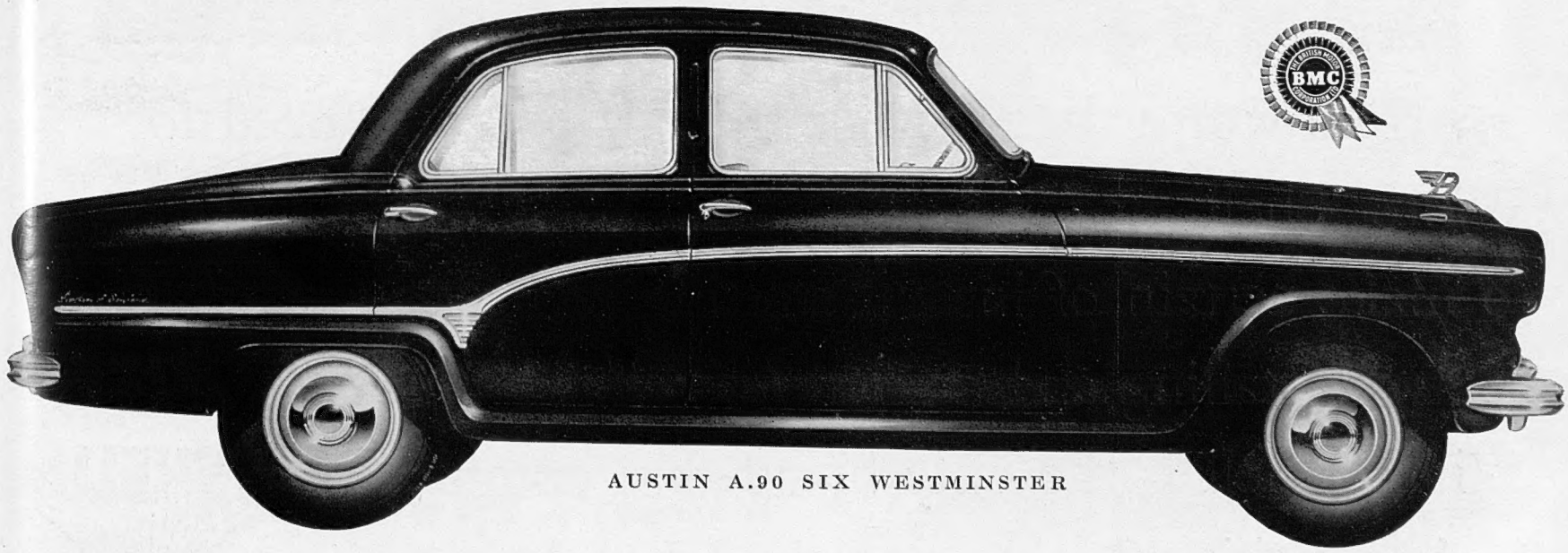

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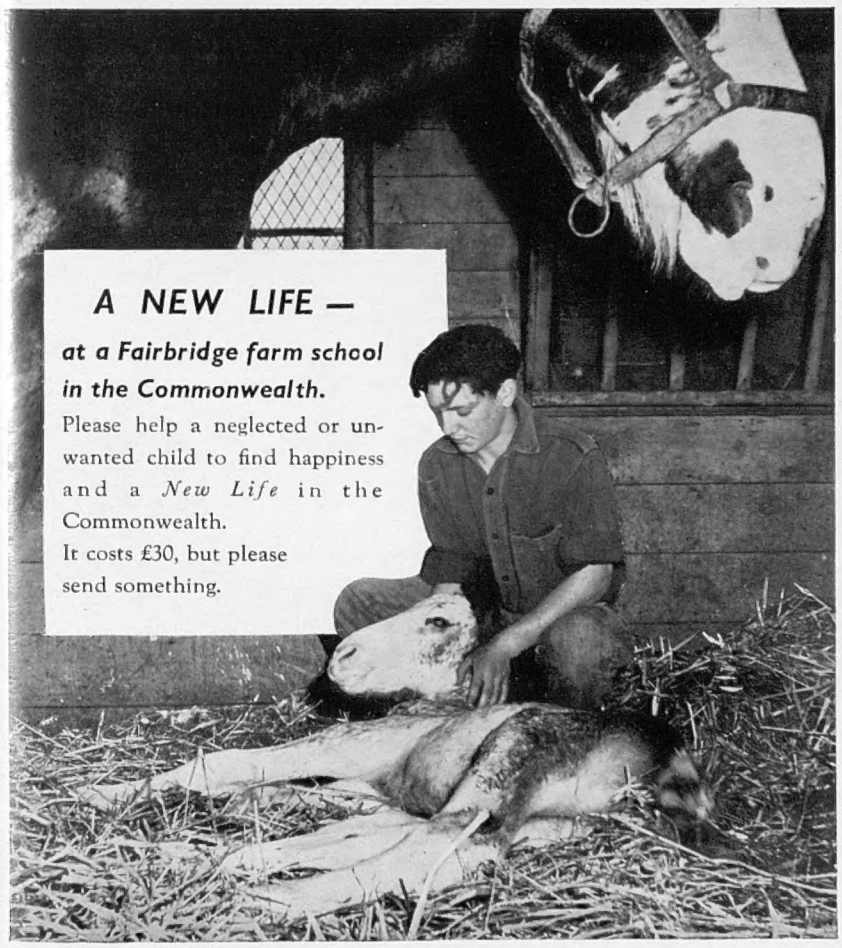

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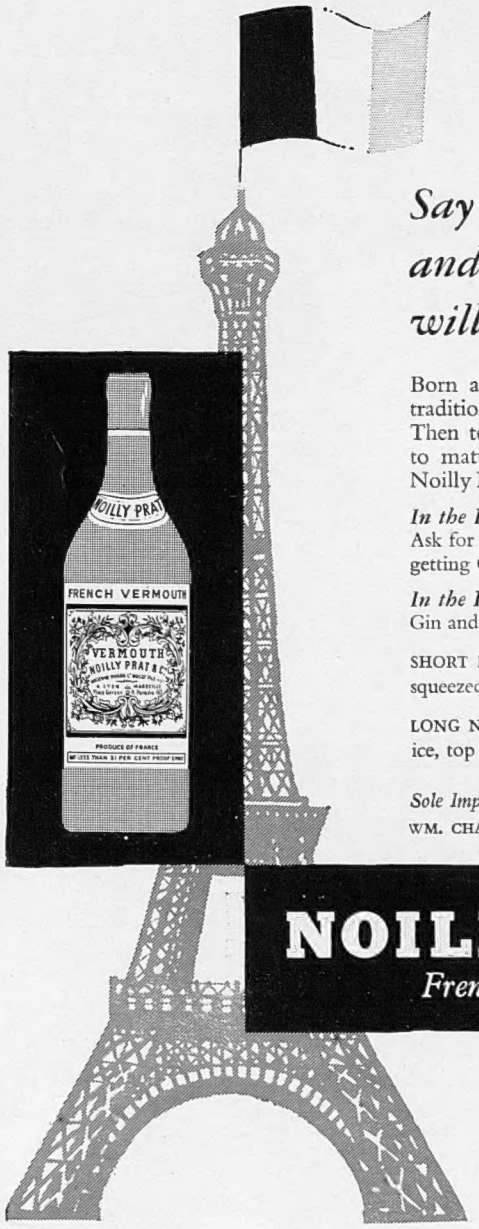

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Gin and French ½ gin, ½ Noilly Prat.

SHORT NOILLY Neat with a zest of lemon peel squeezed into then dropped into the vermouth.

LONG NOILLY Two fingers of Noilly Prat, add ice, top with Soda.

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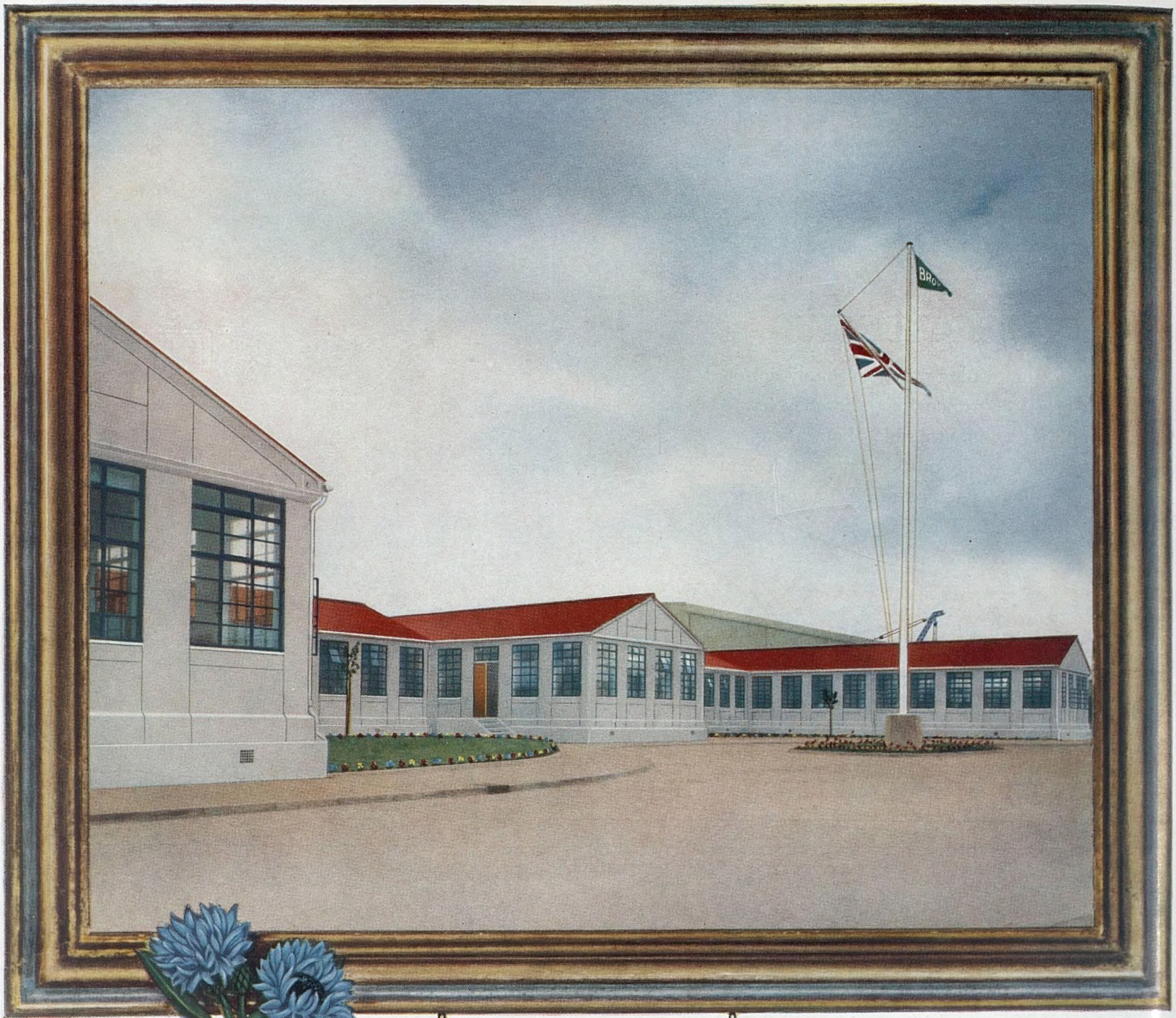
NOILLY PRAT
French Vermouth

BY APPOINTMENT
TO HER MAJESTY THE QUEEN
WINE PRODUCERS
NOILLY PRAT & CIE



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